Road race track guide

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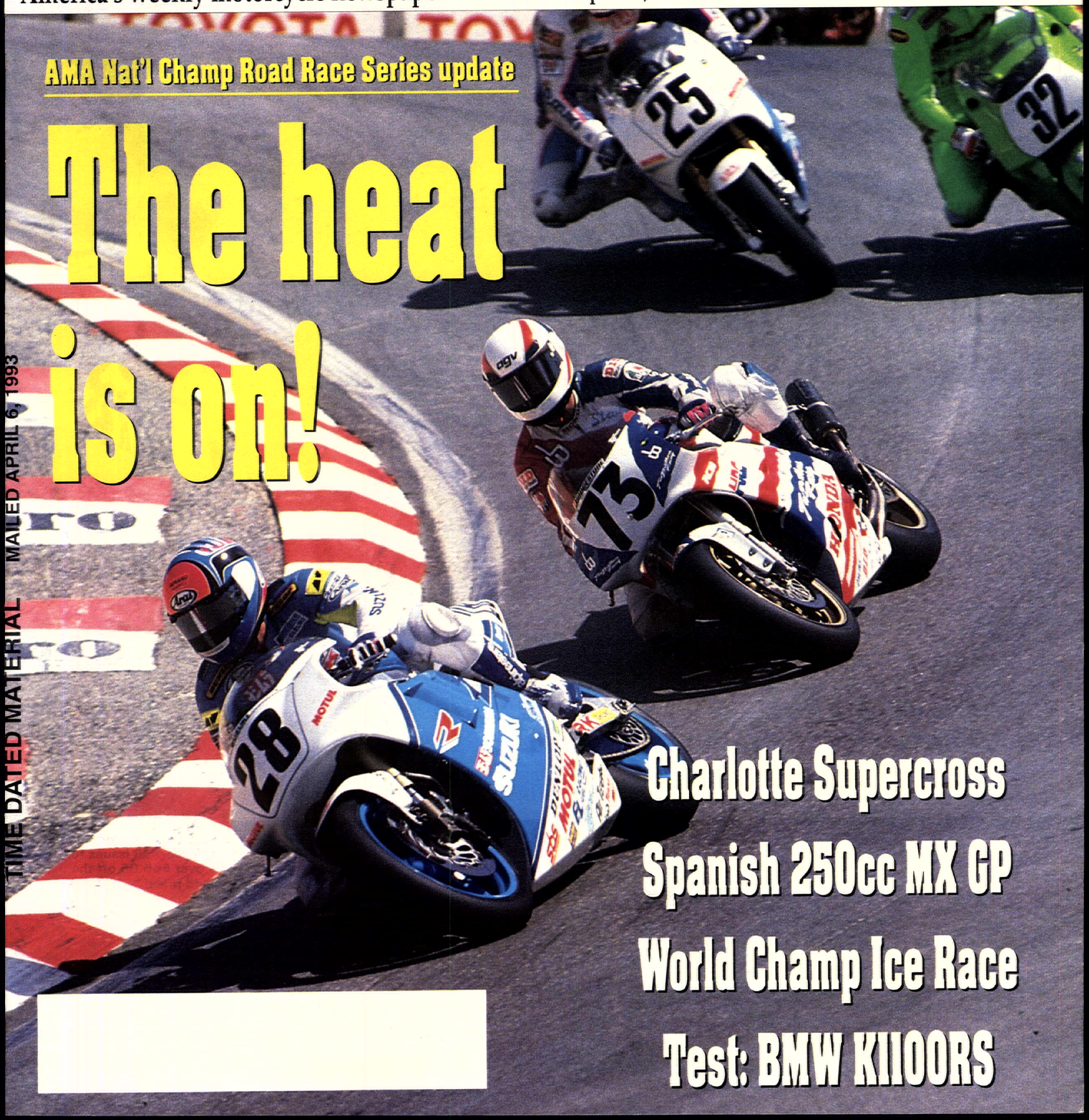

AMA Nat'l Champ Road Race Series update

The heat is on!

Charlotte Supercross

Spanish 250cc MX GP

World Champ Ice Race

Test: BMW K1100RS

TIME DATED MATERIAL MAILED APRIL 6, 1993

THE REST OF THE WORLD

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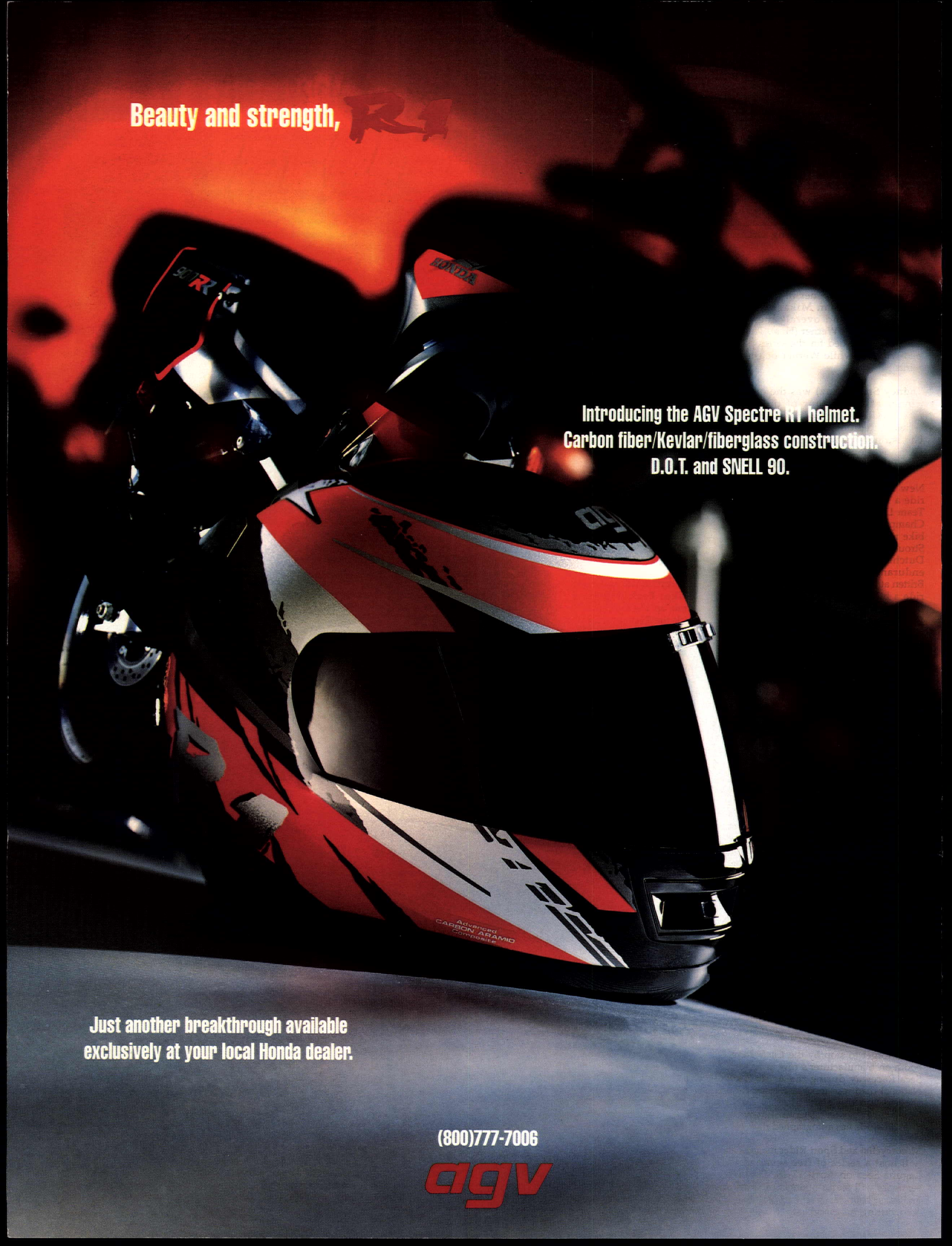
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South African **Greg Albertyn** (Hon) was the winner of the third round of the World Championship 250cc MX Series, held April 4 in Valkenswaard, Holland. Belgian **Stefan Everts** (Suz) was the runner-up, ahead of Belgian **Marnicq Bervoets** (Kaw). Americans **Bobby Moore, Donny Schmit** and **Billy Liles** finished eighth, ninth and 20th overall, respectively. Former champ **Trampas Parker** of Louisiana failed to score a single point. Albertyn leads the series points chase with 157, just ahead of Everts (124) and defending champ Schmit (117).

Italian **Pedro Tragter** (Suz) scored the overall win at the World Championship 125cc MX Series opener in Bra, Italy, April 4. Frenchman **Mikael Pichon** (Hon) was second overall ahead of German **Fredrick Werner** (Hus). Tragter and Pichon are tied for the series point lead with 30, while Werner boasts 23 points.

Rodney Smith (Suz) was the overall winner at round four of the AMA National Championship Hare Scrambles Series in Redding, California, April 4. The runner-up was **Scott Summers** (Hon), while defending series champ **Scott Plessinger** (KTM) was third.

New Zealander **Andrew Stroud** will ride a Weekend Warrior/Cruz Racing Team Ducati 888 in the AMA National Championship Road Race Series superbike race at Laguna Seca on April 18. Stroud, who competed last season on a Dutchman Racing Suzuki in selected endurance rounds and also rode the Britten at Laguna Seca and Daytona, will ride a bike prepared by Dave Moon. Stroud had earlier been tipped to join Eraldo Ferracci's Fast By Ferracci team, but the budget wasn't there to run a three-rider team. Stroud had already turned down the Valvoline Yamaha 500cc Grand Prix ride, thinking he was getting the ride with Ferracci. In addition to riding the Ducati in the superbike race, Stroud will also team with **Nick Ienatsch** on the Weekend Warrior Honda CBR600 in the AMA/CCS GTU Endurance Challenge round the day before the National.

Mark Cruz has announced that he, along with Motowear and Grand Prix Apparel, will be selling caps with a depiction of **Jimmy Adamo** and his Ducati on the front. All proceeds from the hats, which will be on sale starting with the the Laguna Seca National on April 16-18, will go to the Jimmy Adamo Benefit Fund. "We thought this would be a nice way to honor Jimmy," Cruz said. "And to provide some much needed cash to Jimmy's wife Melanie. We'll be selling the hats for $20 each, with the profits going straight to Melanie. This is something we will continue to do throughout the year at the Nationals and through mail order. Jimmy was loved by a lot of people, and I feel confident that we can count on the fans and the racing community. We may even add T-shirts." For more information contact Cruz at 818/284-6198.

Don't forget to stop by the *Cycle News* booth on manufacturer's row at Laguna Seca Raceway during the April 17-18 National road race meet to register for a shot to win the giant blowup *Cycle News* cover poster of Colin Edwards. Yep, Edwards has autographed it!

Motorcyclist and **Sport Rider** magazines will host a series of free seminars at Laguna Seca on April 17-18. The five seminars will feature panels of experts and cover helmets, street survival, issues confronting motorcyclists in the '90s, performance tires, and high-performance riding. For more information contact Jamie Elvidge at 818/760-4775.

The **World Championship Superbike Series** has a new title sponsor for 1993 - Victors, a throat lozenge produced by Procter and Gamble. In addition, the series will be backed by the Ford Motor Company. The 14-race series gets underway on April 9 at Brands Hatch in England. The series was previously sponsored by Diesel Jeans.

A group of Ducati owners in Minneapolis/St. Paul, Minnesota, are planning a motorcycle ride on Sunday, May 16 to raise money for the family of **Jimmy Adamo**. According to Mark Dillon, the ride will take place on May 16, beginning at 10:00 a.m. at TopLine Cycle in Richfield, Minnesota. The ride is open to anyone willing to make a contribution; a raffle is also planned with TopLine Cycle providing the prizes. For more information contact Dillon at 612/531-5724 (days) or Randy Kallevig at 612/522-8930 (evenings).

Commotion by the Ocean VI, the Racing Enterprises-promoted annual motocross race held at Carlsbad Raceway in Carlsbad, California, will be held May 22-23. This year's two-day event will also host a round of the **Sound of Thunder** four-stroke series on Sunday. Pre-entry isn't required, but riders who pre-enter will receive a free pair of Gatorz sunglasses. For more information call 619/484-1441.

After a successful 1992 performance, motorcycles will again be part of the July 4 **Pikes Peak Hillclimb**. This year's climb up the Colorado mountain will mark the 71st running of the predominately auto hillclimb. **Sonny Anderson** and **Bill Brokaw** are again in charge of the motorcycle portion of the hillclimb and they're looking for a major sponsor. Intertested parties can contact Anderson at 719/596-5454.

Tony Bell, the creator of the cartoon strip Motocross Cat, suffered a fatal aneurysm at his home in Caulker Cay, Belize, in late March. Details are forthcoming and we'll pay tribute to Bell next week.

A **motorcycle art show** is being planned for the July 12-13 weekend in Elkhart Lake, Wisconsin. This is the same weekend that Road America in Elkhart Lake will host a round of the AMA National Championship Road Race Series. The art show will be held at Seibkens Resort. Artists wishing to display their work should contact Gordon Lunde Sr. at 414/871-5682 for more information.

Brandon Davidson of Chadds Ford, Pennsylvania, tells Papa that **Summit Point Raceway's turn nine** has been repaved. "Bill Scott has done a great job of repaving the fast turn...the turn has been completely repaved from side to side, from about halfway between turns eight and nine. The job was so well done you cannot even feel the transition into or out of the new pavement, and the dip has been smoothed out nicely. All you notice is gobs of traction." Davidson took to the track early last month, courtesy of Watkins Suzuki's Jim Runski, who had rented the West Virginia road race course for preseason testing. In addition to the repaving of turn nine, a new tower and scoring/timing building has been constructed.

Jeremy McGrath, the sensational young Team Honda motocrosser, has agreed to star in a video production titled "Showtime," which just happens to be his nickname (check out the back of his riding pants). The Motovideo production will be co-sponsored by Sinisalo and it will highlight McGrath's racing career, including footage from as far back as Ponca City in 1987 and as recent as this year's outdoor National and Supercross Series races. Release date has been tentatively set for September.

Speaking of videotapes, Cosmopolitan Motors has about 50 different titles of **observed trials videos** they're selling for $15 each. For a free list, call 800/523-2522.

The Motorcycle Asphalt Racing Series (MARS) returns to South Carolina's Myrtle Beach Speedway for the fourth running of the **Grand Strand Championship Half Mile** on Saturday night, May 15. The Carolina Harley-Davidson Dealers Association-sponsored event's $20,000 purse should attract a large field of Expert class flat track racers.

If the thought of sidecars racing on oval tracks excites you, check out **Super Sidecar Thunder**, a series of six races that got underway last weekend in Madera, California. Upcoming races will take place in conjunction with car races at Ukiah, California; on May 8, Lakeport, California, on June 19; Eureka, California, on July 10; Carson City, Nevada, on August 14; and back at Madera on September 18. For more information, call 916/577-4404.

If you join the AMA at an AMA membership booth at any of four AMA National Championship Road Race Series meets this season, you'll receive a **Superbike Series bandanna** at no extra charge. The four races where the bandannas will be available are Laguna Seca, April 17-18; Road America, June 12-13; Mid-Ohio, August 7-8; and Sears Point, August 28-29. The bandanna features full-color superbike action graphics and the entire 1993 AMA National Championship Road Race Series calendar.

There were three Japanese riders competing at the second round of the 250cc World Championship MX Series in Jerez, Spain. **Tatsuyuki Motoki** was the only one to qualify, but the 17-year-old Honda rider crashed after setting his qualifying time. Motoki damaged ligaments in his left knee and was unable to compete. **Takamasa Takagi**, Motoki's teammate, and **Tomoyuki Kawasaki** are the other two Japanese riders contesting the GPs. Kawasaki is riding a basically stock Yamaha YZ250, though he does have factory Ohlins suspension provided by Yamaha Europe.

Speaking of suspension, conventional (right-side up) forks are definitely the latest fashion in European MX GPs, if the Spanish round is any indication. In addition to the massive conventional Ohlins units used by defending champ **Donny Schmit** and several other Yamaha riders, **Trampas Parker, Kurt Nicoll** and **Gert Van Doorn** have conventional Marzocchis fitted to their machines. **Greg Albertyn**, the 125cc World Champion who is currently leading the 250cc points race, is using a conventional Kayaba fork, though he and **Rob Herring** are considering switching to conventional Marzocchis. Meanwhile, Marzocchi is rumored to be preparing Parker a set of conventional forks that will not project so far below the axle; the long axle underhang of most conventional forks often causes them to drag in ruts.

Rainey wins Malaysia GP

Defending 500cc World Champion Wayne Rainey (right) rode his Marlboro Yamaha to a convincing six-second victory in Shah Alam, Malaysia, on April 4 in round two of the World Championship Road Race Series.

In securing his 21st career 500cc Grand Prix win, Californian Rainey topped Rothmans Honda's Daryl Beattie in the 31-lap, 67.366-mile race, which was held in searing heat in the southeast Asian country. Third place went to first-round winner Texan Kevin Schwantz on the Lucky Strike Suzuki with Beattie's teammate, fellow Australian Michael Doohan scoring his first points of the season in fourth place. Marlboro Honda Pons' Alex Criville of Spain rounded out the top five finishers. The third American in the race, Californian Doug Chandler, finished ninth on the factory Cagiva after suffering a wrist injury in a qualifying crash; Yamaha France's Freddie Spencer did not compete due to a vision problem caused by his Australian GP crash on March 28.

The win also moved Rainey in the championship points lead over Schwantz, 45-41. Beattie, in his first full season of GP racing, is third in the points chase with 33 points. Chandler and Criville complete the top five with 23 and 21 points, respectively.

The Malaysian 250cc Grand Prix saw three of the top 10 finishers docked a lap for jumping the start, resulting in a late-hour change in the official results. The race was won by Kanemoto Racing Honda's Nobuatsu Aoki over fellow Japanese rider Tetsuya Harada on the Telkor-Yamaha Valesi entry. Third place across the line was Marlboro Team Pileri Honda rider Loris Capirossi, but the Italian was later relegated to 12th after jumping the start.

With Capirossi being penalized, Japan's Tadayuki Okada on the Rothmans Honda made it an all Japanese winners' rostrum with his third-place finish. HB Racing Honda's Doriano Romboni of Italy finished fourth with Lucky Strike Suzuki's John Kocinski of California rounding out the top five finishers. Rothmans Honda's Max Biaggi and Cardus Honda's Carlos Cardus were the other two riders penalized, dropping the Italian and Spaniard from fifth and eighth to 17th and 18th, respectively.

Harada, who won the opening round in Australia, leads the 250cc World Championship point standings with 45 points, nine more than Aoki's 36. Kocinski is third with 31 points.

German Dirk Raudies of Team Europa Raudies kept his perfect season intact with his victory over Kazuto Sakata in the 125cc GP. Sakata's F.C.C. Technical Sports teammate, fellow Japanese Taakeshi Tsujimura, finished third with the top three all mounted on Honda RS125s. Raudies leads Sakata, 50-40, in the championship with Spaniard Herri Torrontegui, ninth in Malaysia, Tsujimura and Japanese Masafumi Ono, sixth in Malaysia, all tied for third with 23 points.

IN THE WIND By Papa Wealey

Laguna Seca to host Adamo Benefit auction

Funds will be raised for the family of Jimmy Adamo, the road racer who suffered fatal injuries in the Daytona 200 last month, by way of a silent auction that is being presented by *Cycle News* and Laguna Seca Raceway. All proceeds from the auction, which will close at the end the AMA National Championship Road Race Series meet at Laguna Seca on April 18, will go directly to Adamo's widow and two young children via the Jimmy Adamo Benefit Fund.

Each of the donated items will go to the highest bidder and all the items will be on display at Laguna Seca Raceway during the April 16-18 National weekend. The items and their auction numbers are: 1. Wayne Rainey Team Marlboro Roberts Yamaha leathers, worn during the '92 GP season. 2. Wayne Rainey Team Honda leathers (both sets of leathers donated by Rainey). 3. Eddie Lawson Bell helmet, autographed by Lawson and worn by him during the 1984 GP season. 4. Eddie Lawson Dainese gloves, autographed, worn by Lawson during '84 season. 5. Eddie Lawson illustration by Hector Catamatori, signed by Lawson. 6. Randy Mamola HB International Suzuki leathers, circa 1983-84. 7. Randy Mamola AGV helmet, circa 1983-84. (Items #3 through #7 donated from the Pro Rider Benefit Fund by Dain Gingerelli.) 8. Two Brothers exhaust system for Honda CBR600 F-2, donated by Kevin and Craig Erion. 9. The Ducati Story, a softcover book in Italian by Bruno Ducati, autographed by Ducati. 10. Arai helmet, autographed by Team Honda's Jeff Stanton, Jeremy McGrath, Doug Henry and Steve Lamson, donated by American Hondaline's Rick Mitchell. 11. Arai helmet, worn by Jimmy Adamo during 1981/82 season, donated by John Howe, of Sea Cliff, New York. 12. Seat from the Harley-Davidson XR750 campaigned by Mark Brelsford to the 1972 Grand National Championship, donated by Modesto Honda/Kawasaki's Phil Ray. 13. Storz Performance steering damper kit for Ducati 881/888/900SS, donated by Steve Storz. 14. Bridgestone tires which can be seen and individually bid on at Bridgestone's booth during Laguna Seca race weekend. 15. Wayne Gardner Shoei helmet and pair of road racing boots worn by the 1987 World Champion during the 1986 season, donated by Marcel Fortney of CCI, Inc. 16. Rick Johnson "Too Hip" Simpson helmet and JT Racing gloves worn by the former National Champion MXer while member of Team Yamaha, donated by Kerry Carruthers.

While there is still time remaining for interested parties to donate items, we recommend acting immediately so that shipping or personal delivery of items to Laguna Seca Raceway can be arranged. Prospective donors should call Bill Spencer of Mountain View Distributing at 408/436-8228.

To place a bid on any or all of these items, call Spencer or Mary Wright at Laguna Seca Raceway at 408/648-5116 (Fax 408/373-0533). Top bidders will be notified by phone and/or mail. Shipping charges will be the responsibility of successful bidders and bidders will be requested to write separate checks for those charges.

U.S Women's Motocross Team members **Dee Ann Wood**, **Cindy Cole**, **Kristy Shealy** and **Nadine Holbert** will head to Italy for the May 9-16 International Women's Motocross Cup races. The two races will pit the U.S. team against top women riders from around the world, including Australian **Tiffany Greenwood**, and women from New Zealand, Russia, Slovenia, France, England and last year's winning Italian team. To help pay for the trip, the U.S. team is putting on fund-raising events, including a U.S. Women's MX Team night at Mosier Valley MX Park in Texas. The event will include several classes for women, who can enter for free. Prizes will be raffled off, and all proceeds will go to the team. For more information, call 817/540-0815 or 817/295-6397.

Television coverage of Camel Motorcycle Week on TNN's American Sports Calvalcade has been doubled. This year, four separate 90-minute programs highlighting road racing and supercross action at Daytona International Speedway will be shown on the cable TV network.The Daytona 200 will air on Sunday, April 18, at 7 p.m. (all times listed in this item are Eastern). The 200 will repeat on June 20 at 2 p.m. Daytona's 125cc Eastern Regional Supercross action will air on Sunday, April 25, at 2 p.m. with a repeat showing on May 30 at 7 p.m. The Harley-Davidson Twin Sports and the 600cc SuperSport races will air on May 2 at 2 p.m. The Daytona Supercross, which first aired last week, will repeat on May 9 at 7 p.m. Check your local TV listings.

Jody Nicholas, winner of the 1963 Laconia, New Hampshire, and Carpentersville, Illinois, AMA Grand National Championship road races, has fallen victim to a cutback by a Japanese tool manufacturer. Nicholas, who served as assistant editor of Cycle World magazine and then technical editor of Motorcyclist magazine in the '70s, was technical coordinator for the past four years at American Kowa Seiki. Nicholas, who has an impressive resume, is seeking employment as a technical writer/editor in the motorcycle industry. He can be reached at 714/730-9527 in Santa Ana, California.

The top speed contest was no contest on the front straight at **Eastern Creek** where the Hondas clearly dominated. Spaniard **Alex Criville**, aboard the Marlboro Honda, was consistently the fastest, his trap speed in Saturday's qualifying a brisk 182.76 mph. Rothmans Honda's **Mick Doohan** topped out at 181.65 mph. Other top speeds included: Lucky Strike Suzuki's **Kevin Schwantz** - 180.33 mph, Cagiva's **Doug Chandler** - 178.39 mph, Marlboro Team Roberts Yamaha's **Wayne Rainey** - 177.33 mph.

The quickest of the 250s in Australia was **Max Biaggi**, his **Erv Kanemoto**-tuned Honda NSR250 clocking a best top speed of 160.24. **Tetsuya Harada** had the fastest Yamaha at 158.48 with **Jean Philippe Ruggia** getting a one-off best of 158.26 on his Aprilia. **John Kocinski** was down on top end, his best a 155.78 mph sprint on his Suzuki.

Spaniard road racer **Carlos Cardus**, who practiced and qualified on a plain white Honda NSR250 and red leathers in Australia, announced the new team colors he would be sporting after qualifying ended on Saturday. The 23-year-old, who was formerly sponsored by Repsol, the Spanish oil concern, will now ride under the banner of "Run for Freedom," the Spanish branch of Amnesty International. "Run for Freedom" won't be sponsoring Cardus in the traditional sense, and Cardus was at pains to state that he was receiving no funds from the organization, but would be offering them exposure. He finished sixth in the 250cc GP.

Papa thought he'd seen everything that had anything to do with motorcycle racing but last week he got to view a videotape of the world's first **Roulette MX.** Roulette MX? That's right. Roulette MX. The brainchild of Czech **Eduard Volkov**, who has obtained a U.S. patent for his idea, the first-ever event was held in Czechoslovakia. The format has umpteen riders starting in the center of a circle that, yep, resembles a roulette wheel. They boogie to the perimeter of the circle and then cut one hot lap before dashing back to the center using their assigned lane. There's more to it than that, but we don't want to ruin the tape for you. It's a short tape and it's available from Volkov, the president of Roulette Racing Inc. of Trenton, New Jersey. For information on how you can obtain your very own copy, give him a ring at 609/530-1138. Put that phone down, Stanton! You too, Bradshaw! Forget it, McGrath. Volkov says that he's selling the tape on Roulette MX to "recruit less successful and older dirt bike riders to join this new type of motorcycling racing." The sleeve that houses the videotape says, "New American creation. Now...a unique opportunity even for average level dirt bike riders . . . become highly paid professionals!" We had to chain our editors to their desks after they read that. Finally, the rock group Ministry provides the music for the tape with their song "Jesus Built My Hot Rod."

Phil Flack Racing has signed on as a sponsor for the WERA Formula USA Series. The PFR Top 250 Award will pay $250 to the top finishing 250cc GP rider at each event. Phil Flack Racing will also be awarding contingency money in the Metzeler Future Stars Yamaha Seca II races held at WERA Pro Series events.

AUTOGRAPH SIGNING: At Rosenau Power Sports in Dearborn Heights, Michigan, Team Suzuki's Guy Cooper and Ezra Lusk, on Friday, April 16, at 5 p.m. Info: 313/278-5093.

AUTOGRAPH SIGNING: At Macomb Kawasaki/Suzuki/Yamaha in Chesterfield, Michigan, Bob Hannah, on Friday, April 16, at 4 p.m. Info: 313/949-4000.

AUTOGRAPH SIGNING: At Flint Suzuki in Burton, Michigan, Team Suzuki's Jimmy Button and Brian Swink, on Friday, April 16, at 6 p.m. Info: 313/235-4060.

AUTOGRAPH SIGNING: At Yamaha/Suzuki Sports Center in Seaside, California, Suzuki's Britt Turkington and Donald Jacks, Vance & Hines Yamaha's Colin Edwards II, and two-time Grand National Champion Ricky Graham, on Friday, April 16, at 5 p.m. Info: 408/899-2401.

AUTOGRAPH SIGNING: At K&W Yamaha in Utica, Michigan, Team Yamaha's Damon Bradshaw, Jeff Emig and Doug Dubach, on Friday, April 16, from 5:30 p.m. to 6:30 p.m. Info: 313/731-0290.

RESIGNED: Jim Paterson, executive vice-president of Harley-Davidson, effective May 1. Paterson said the reason for his leaving was that "the Harley-Davidson family and the Paterson family each wanted more time than I had available to split up. Something needed to change." CN

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ON THE FRONT PAGE:

Two rounds down, nine to go, and the AMA National Championship Road Race Series heads to Laguna Seca and its famed Corkscrew for the third round of the series. Photo by Henny Ray Abrams.

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America's weekly motorcycle newspaper

Volume XXX

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VOICES Letters to the editor

What an event!

Something gave me a gut feeling of organization when I called the number in your calendar regarding a Ride for Kids dual sport ride. A recorded message, from a very customer-focused Paul Slavic of American Honda, informed me of the necessary data and said to leave a number for a call back. Paul's persistence to reach me was amazing, calling several times until he reached me - not satisfied with leaving a message.

The amount of effort put into this day of fun by American Honda, Mike Traynor, and over 60 sponsors, and capped off with the personal touch of Chuck Miller, gives an image of caring for our young children in America who are stricken with cancer that should be applauded by all of us. Over $16,000 was donated with 100% of the donations going directly to pediatric brain tumor research, thanks to all the sponsors.

This event should set the stage for our off-road industry to follow for years to come. I'm sure we can all relate to the moving moments of the day whether you were there or not, and how good it feels to do something for a charitable cause, especially these kids. I've been riding for over 25 years, in every type of event created, and have never felt so moved to express my feelings in a letter to the editor. Keep up the good work, motorcycle industry! The kids are our future.

Mike Garrett
Rancho Palos Verde, CA

A gentle giant

We lost Mike Belshaw recently. He was the owner of Federal Way Cycle Center in Federal Way, Washington. He was greatly involved in sponsoring many motocross, flat track, Jet Ski and snowmobile racers. He opened up his store and his home to visiting racers many times. More than once we saw him put aside working on his own kids' bikes at the races to assist customers so that they could make their next race. He was always good for a ride to the races if another parent couldn't make it that weekend.

He was a very compassionate person. Full of emotion, he loved his family and friends very much. The motorcycle industry was more than just his bread and butter. It was a very important part of his everyday reason for living. In my mind he was a gentle giant. Big Mike is what everyone called him.

Did we thank him enough? Probably not. Please, Mike, know that we did appreciate everything you did for all of us. We will all miss you very much. We wanted you to know you made a great contribution while you were here and we will never forget you. Godspeed, Big Mike.

The Kuebler Family
Sumner, WA

Help a motorcyclist

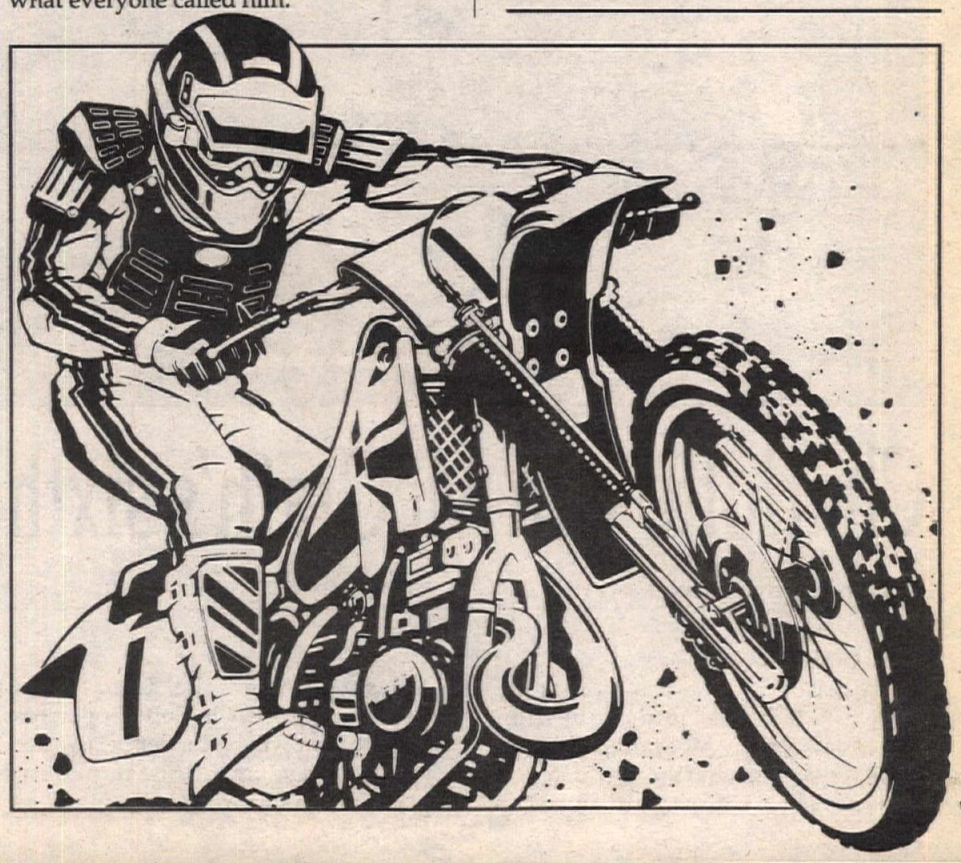
At the Trailblazers Banquet on April 3, Bill Bagnell, who was the master of ceremonies, gave Skip Van Leeuwen two minutes to talk about my re-election campaign. Sammy Tanner grabbed a fish bowl and collected $160.50 toward a mailer that will be sent to 1819 AMA members who reside in 47 Los Angeles County cities that will be voting in the April 20 primary election. The total cost of the mailing is $611.56. If you would like to help financially, please send your support check to Committee to Elect Pat Owens, c/o Al Nilsson, 6722 Nagle, Suite 112, Van Nuys, CA 91401. If you enclose a self-addressed and stamped envelope, we will send you tickets for the drawing for three dual sport motorcycles.

My campaign headquarters is located at the above address. I have lawn signs and handout fliers. I have seven challengers and am in the race of my life. Anyone who helps out is invited to a three-day camp-out at Red Mountain, May 28-30. For more information on how you can help, call me or my campaign manager, Gene Waldman, at 818/994-1360.

Pat Owens
Los Angeles, CA

Owens, a former Triumph factory dirt track/road race team mechanic, is running for re-election to the Los Angeles Community College Board . . . Editor.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number.



SUPERCROSS AMA Camel Supercross Series: Round 10

Jeremy McGrath collected his sixth win of the series, a record number for a rookie rider.

Doug Henry (16) held off Ezra Lusk (43) early in the 125cc main. Lusk fell soon after.

Charlotte win McGrath's sixth

By Henny Ray Abrams

CHARLOTTE, NC, APR. 3

In a season that he has thoroughly dominated, the only question Honda's Jeremy McGrath had left to answer was whether he could win a supercross without pulling the holeshot. After the Coors Light Challenge at the Charlotte Supercross, the question will no longer be asked.

After rounding the first turn in sixth place, the 21-year-old Californian slowly worked his way forward, taking the lead on the sixth of 20 laps when Kawasaki's Michael Craig crashed in a section of whoops. From there on it was smooth sailing, McGrath notching his sixth win of the Camel Supercross Series before a sellout crowd of 24,612 at Memorial Stadium.

"That's the race I've been looking for for a long time," McGrath said after his runaway victory on a chilly night in Charlotte. "I've won from the front; now I've won from behind. It's the next stepping stone for me."

Yamaha's Jeff Emig finished second, a career best in supercross, passing Honda's defending champion Jeff Stanton with less than three laps to go. Stanton held on for third with Kawasaki's Mike Kiedrowski fourth. Yamaha's Damon Bradshaw, who hails from nearby Mooresville, North Carolina, and was clearly the crowd favorite, never recovered from a mediocre start and finished fifth.

After 10 of 16 races, McGrath extends his points lead with 224 to Kiedrowski's 200. Bradshaw is third with 191, one better than Stanton.

McGrath also set a new rookie record for supercross wins in a season, this one worth $5000 from the $35,000 250cc purse. He also pocketed the $1000 Coors Silver Bullet award for winning both the fast heat and the main event.

Emig's cut of the purse was $3500, with Stanton earning $2000.

In the 125cc class, Honda's Doug Henry continued his dominance, winning his fourth Eastern Regional final of the year with ease. Henry was one of the few 125cc riders to master a triple jump on the east side of the stadium, and used it to quickly pull away. By the halfway point in the 15-lap race, the Connecticut rider had a 15-second lead and he cruised to the checkered flag.

"I wish I could do the triple every lap because when I did the fans went crazy," Henry said, his face beaming in the winner's circle. "These fans are really great. They're the ones that put a smile on my face."

Second, at some distance, went to RRP Yamaha's Tim Ferry. The Floridian had been involved in a race-long duel with DGY Racing's Chad Pedersen, who he passed with three laps to go. Kawasaki Team Green's Davey Yezek was fourth ahead of his teammate Josh Steel.

After the seventh of 10 Eastern Regional rounds, Henry has 164 points and a 40-point lead over Suzuki rider Ezra Lusk's 124-point total. Pederson is third with 105.

Henry's cut of the $10,000 125cc purse was $2000, with Ferry pocketing $1000 and Pedersen $750.

There was some concern that the North Carolina University basketball team's appearance in the NCAA Final Four would hurt ticket sales, but the crowd streamed in throughout the evening, selling out Memorial Stadium for the second year in a row. A second worry was the weather. Heavy rains in the area earlier in the week threatened to undermine the event, but the race was run under a cloudless sky, though water from earlier rains seeped up and made the track slippery as the night progressed. Among those attending were former Washington Redskins head coach Joe Gibbs who flew up from Bristol, Tennessee, where his Interstate Batteries NASCAR team was competing. Also on hand for the SuperSports-promoted event was Alonzo Mourning, the NBA Charlotte Hornets' starting center.

250 Heats

The start chute for the track funneled into a 90-degree left, followed by a short uphill/drop-off and another hard left. Getting a good start in supercross is always important; here it was imperative. No one knew that more than local hero Bradshaw.

At the drop of the gate Bradshaw jetted from his inside starting position to take the lead on the inside of the first turn. Once out front, there was no stopping him. By the fourth of eight laps he'd built up over a six-second lead that he would stretch as he kept the heat on to the end, hoping to cash in on the Coors Light Silver Bullet Showdown money.

"I got off to a good start, which I've been trying to do all year," said Bradshaw after being cheered home. "It's my second holeshot of the year. With the Coors Light qualifying thing I tried to get the fastest time."

Honda's Steve Lamson was second at the end of the first lap and was never seriously challenged to the end.

But behind him the crowd was focused on the charge that Kawasaki's Mike Kiedrowski was putting on. After muffing the start, Kiedrowski came through the first turn in about 14th place, improving to eighth by the end of the first lap. He began a methodical charge to the front, up to sixth by the end of the third lap. Just after the halfway flags he was up to fifth, pressing Noleen Racing's Shaun Kalos, who he would soon pass. Next up was Suzuki's Guy Cooper in third, and Kiedrowski had the measure of him on the final lap, only to bail off through a whoop section before re-mounting to finish fifth.

"The last half a lap I tried to pass Cooper over the double jumps," Kiedrowski said. "I overjumped the first one and then I gassed it in the air. When the front came up I hit the rear brake and it clipped the next jump and I went off."

All was not lost, however. The extra track time Kiedrowski would have to ride in the semi would allow him an extra chance to learn the jumps.

The final order would be Bradshaw, Lamson, Cooper, Kalos and Kiedrowski.

Though he wasn't first into turn one, Honda's McGrath led the pack by the time the second heat crossed the start-finish jump. From there it was happy sailing, a feat made easier when teammate Jeff Stanton got pinched on the inside of the first turn and lost a few places.

Halfway through, McGrath had close to nine seconds on Stanton, a margin he would nearly double at the end, taking the faster of the two heats by nearly 11 seconds. If there was any doubt about who the fastest rider on the track was, McGrath put it to rest.

"I didn't get the holeshot, but I just sat it out for about two and a half corners," McGrath said. "My starts have been really consistent. I talked with my mechanic about it the other day and we couldn't really explain it. He said whatever you're doing, you're doing it right."

Stanton was never challenged in second, and Yamaha's Jeff Emig moved up to third on the fourth of eight laps when Suzuki's Larry Ward fell, allowing several riders past.

The battle for fourth, and the final direct transfer to the main, was the race to watch, with Suzuki's Denny Stephenson and Kawasaki's Michael Craig going at it from the fourth lap on. On the fifth lap Stephenson ran up the inside of Craig in a corner with a big berm, pushing them both up near the hay bales, but Craig managed to stave off the pass attempt. On the next lap Stephenson was high on the berm and

Craig ran into him. Both riders stalled, though Craig was away first and took the final direct transfer.

In the end, it was McGrath, Stanton, Emig and Craig.

250 Semis

After getting a poor start and finishing ninth in the first heat, Suzuki's Jeff Matiasevich was forced into the first semi where he would meet Kawasaki's Kiedrowski. The jump went to the Suzuki rider, with Kiedrowski in pursuit, though not challenging until the second half of the race. Just past the crossed flags, Kiedrowski closed to within 10 bike lengths, but a bobble in a heavily-whooped section dropped him back and Matasievich won by over four seconds.

"I felt really good. The track is real slick and hard for passing," Matasievich said before making a bold, and unpopular, prediction. "In the main event the start is going to be everything. It would make me really happy to kick Bradshaw's ass in his own hometown."

Like his Suzuki teammate Matasievich, Larry Ward had finished ninth in his heat. And in the semi, the result was similar, though it took a little more effort. Away second behind teammate Denny Stephenson, Ward waited until the third lap to take the lead along the straightaway on the east side of the stadium. Once out front he skied over the triple jump on the west side, building up a lead that would be over eight seconds at the end.

"That jump was a lot of fun. Once I got out front I wasn't going to do it, then I heard the crowd," Ward said. "If I win the main event, I'll be upside down over that jump. This is like being in a big-time wrestling match."

Stephenson held on for second after being challenged by KTM's Cliff Palmer in third late in the race. Palmer would come up just short, with Honda of Troy's Erik Kehoe taking the last direct transfer from a semi to the final.

250cc Last Chance Qualifier

There were 22 riders lined up for the six-lap LCQ, but only two would progress further.

Suzuki Canada's Carl Vaillancourt was away first, with Kawasaki-Yamaha of Shelby's Brian McElroy right on his tail and Yamaha's Doug Dubach stuck back in the pack. Dubach was up to fourth by the third lap and into third on the fourth. Dubach set his sights on McElroy, who was about 10 bike lengths away, a margin that Dubach would gobble up on the fifth lap. Dubach tested McElroy on the inside of a left in the south end zone, McElroy holding his ground, though just briefly. Later on the fifth lap, Dubach jumped into second on the east-side straightaway and set out for Vaillencourt.

With about five corners to go, Dubach made his first attempt at a pass, but was rebuffed. He shadowed Vaillencourt for a few more bends, then tried to scoot under him in the final hairpin left before the finish line. They collided, both went down, and McElroy sped by for the win. Yamaha Japan's Kohji Ohkawara interited second, and the final spot in the 20-lap main.

"As soon as I saw them go down, I knew I had it," the suddenly fortunate McElroy said. "It took a little more work than I thought to get there, but I'm in the main event."

250 Main

Having talked the talk, Matasievich set out to walk the walk, getting the jump at the start of the main, followed by Kawasaki's Craig, Yamaha's Emig, Honda's Stanton, Suzuki's Cooper, and Honda's McGrath.

Jeff Emig, the 125cc National Champion, was impressive at Charlotte, finishing a career-best second overall in the 250cc main event.

But by the end of the first lap Matasievich had been relegated to second and he would be a non-factor in the race, dropping out after overjumping the finish line jump.

No matter. Craig led by the end of the first lap, with McGrath up to fifth, then up to third after passing Stanton in the deep whoops on the second lap.

By the third circuit, McGrath was smothering second-placed Emig, and he passed the Yamaha rider in a hairpin in the open end of the stadium and set out for Craig. McGrath would catch the leader on the seventh lap, and he took the point after Craig fell in the whoops.

"I bobbled and made a mistake in the whoops," Craig said. "I was going through a rut and the front wheel washed out. It got kind of stuck and I fell over." Craig was quickly up and on the gas after losing a number of spots.

Once out front McGrath's only problem would be lapped riders, who he methodically disposed of on his way to his unprecedented sixth rookie win. Bradshaw, who won five races in 1990, previously held the record.

"I started about seventh or eighth and had to work my way through, passing guys. I had a little trouble passing Jeff (Stanton)," McGrath said. "I did stuff him a little, but that's the way it goes. He'd do the same to me and I'd expect him to do the same thing. If you start getting anyone else's pace you don't ride as fast."

Stanton followed McGrath from the minute he was passed, but he was never able to close, and had to hold off a closing Emig in the last quarter of the race. With less than three laps to go Emig made a move on the champion, jumping on the inside of him in a hard left in the south end zone to take over second and register his best supercross finish ever.

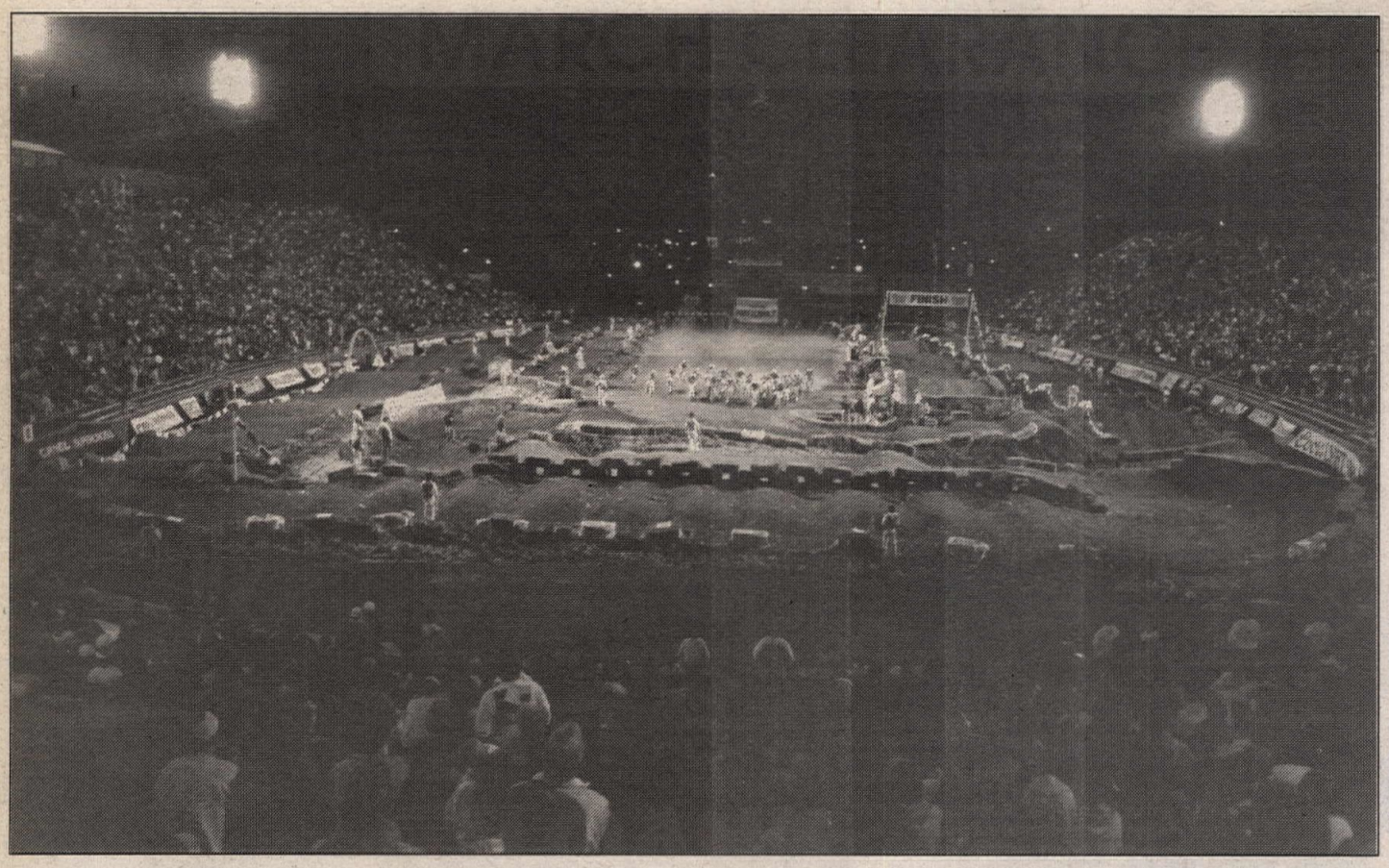
"I just kept pushing and pushing and when he made a mistake I got by him," Emig said. "I had the inside line and jumped to the outside. I went a little farther than I wanted but neither of us went down.

Damon Bradshaw (8), here passing Steve Lamson (21), started poorly and finished fifth.

"I haven't had a real good year but I made some changes to the Yamaha and it made it work great," Emig continued, though he wouldn't be much more specific. "We made it more comfortable for me to ride. It floated a little better and the cornering was more than 10 times better. I think we can work on it a little more."

As usual, the forthright Stanton was offering no alibis. "Basically, it went to hell. I'm not riding really good. I'm not making any excuses. I've go to get it together and start riding. They did a great job of building the track. Jeremy

SUPERCROSS AMA Camel Supercross Series: Round 10



A sellout crowd of 24,612 fans was on hand at Memorial Stadium. Most were disappointed that hometown hero Bradshaw didn't win.

Larry Ward (9) and Denny Stephenson (23) diced in a semi, with Ward scoring the win.

rode a great race and Jeff (Emig) stuck me there at the end. I'm happy to be here, but I wish I was a few spots higher. I'd rather look bad and win than look good and get third place."

Still, with six rounds to go and a sizeable deficit, Stanton wasn't willing to concede the championship. "I'll never quit. I'm a champion and I'm going to go to the end."

Third to fifth was separated by about 20 bike lengths, Stanton was 10 seconds in front of Kiedrowski, who had about the same amount on Bradshaw.

Kiedrowski, the Daytona winner, was fourth, taking the spot with teammate Craig's fall. The 500cc MX Champion was unable to improve on his position and came under attack from Bradshaw at the end.

"I got off to a mediocre start and I was running about sixth or seventh at the end of the first lap before working my way up," Kiedrowski said. "It was real slippery and I couldn't make any time on Stanton. He made some mistakes and I caught up, but I had no drive and I couldn't get by him in the last three or four laps. He was jumping the same as me and when he made a couple of mistakes I was trying hard. I still didn't have enough drive and I think everyone was having the same problem."

Bradshaw, unable to replicate his heat-race start, was mired back in the pack and only able to work up to fifth on the 11th lap, passing Honda's Steve Lamson. Bradshaw would make a move for fourth, but came up short.

"I didn't get a good start and that's the way it's been all season," Bradshaw said. "I tried to pick off as many as I could. This track's hard to pass guys on unless they make mistakes. I had a few decent passes early in the race. I didn't know Kiedrowski was there in front of me. I was riding and riding and I'd seen him in the first part of the race. I couldn't see my chalkboard in the mechanic's area so there was no way for them to tell me he was that close."

Recovering from his fall, Craig finished sixth, passing Cooper late in the race.

"I was riding good after I fell because I felt stupid. I caught up and passed a lot of guys," Craig said.

"It went alright," Cooper said. "I got good starts. In the main I was riding a little conservative. I'm happy with the finish. I wanted to be in the top 10. The top five would have been better, but that didn't happen. Maybe next week."

Shaun Kalos, Lamson, and Phil Lawrence filled out the top 10.

125cc Main

It came as no surprise that the 125cc heat race winners, Honda's Henry and Suzuki's Lusk, locked into battle at the start of the 15-lap main. Henry had built up a huge lead and cruised over the line to win his heat race by over 12 seconds, and Lusk won the second, and faster, by about five seconds.

Henry was the quicker of the two in the main, Lusk moving up to challenge on the second lap and nearly catching Henry by leaping the east-side triple jump on the third lap. But just as quickly, he was gone, falling on the fourth lap and allowing Henry an unimpeded path to the checkered flag. Henry began clearing the triple on the second lap and would amass over a 14-second lead by the halfway point, and increase it only slightly in a commanding performance.

Despite winning his fourth race of the series and increasing his points lead, Henry wasn't ready to rest on his laurels.

"The season's not over yet. I'm not looking at how many wins I have. I'm really looking forward to a good battle," Henry said.

After Lusk fell, second place was up for grabs with Ferry and Pederson both coveting it. Pederson had a couple-second lead up until the ninth lap when Ferry began to seriously cut into it, taking over second with less than five laps to go. Pederson was a comfortable third.

"I knew if I was behind Chad I could catch him," Ferry said. "There were a few chancy passes. I cut a few people off. The track was tight, tough and technical and it helped me out a lot. I wasn't doing the triples in practice so I didn't do them in the main."

"I was riding a little bad, but it turned out pretty good," Pederson said. "I was trying to stay smooth, but that didn't happen. I just couldn't put it together."

In a race that saw little passing near the front, Davey Yezek was fourth, first on the second lap, then fourth from lap four on. Josh Steel was fifth from the sixth lap onwards. CN

Results

250 HEAT 1: Damon Bradshaw (Yam); 2. Steve Lamson (Hon); 3. Guy Cooper (Suz); 4. Shaun Kalos (Yam); 5. Mike Kiedrowski (Kaw); 6. Phil Lawrence (Suz); 7. Doug Dubach (Yam); 8. Kohji Ohkawara (Yam); 9. Jeff Matiasevich (Suz); 10. Ray Sommo (Yam); 11. Dag Boyesen (Yam); 12. Brian McElroy (Yam); 13. Randy Richardson (Kaw); 14. Ryan Reynolds (Hon); 15. Kevin Crine (Hon); 16. Rich Taylor (Hon); 17. Jeff Glass (Hon); 18. Tom Welch (Yam); 19. Trey Owens (Yam); 20. Anthony Paggio (Hon).
Time: 7:37.69

250 HEAT 2: 1. Jeremy McGrath (Hon); 2. Jeff Stanton (Hon); 3. Jeff Emig (Yam); 4. Michael Craig (Kaw); 5. Denny Stephenson (Suz); 6. Cliff Palmer (KTM); 7. Todd DeHoop (Hon); 8. Erik Kehoe (Hon); 9. Larry Ward (Suz); 10. Mark Musselman (KTM); 11. Kurt McMillen (Yam); 12. Jean-Sebastien Roy (Suz); 13. Carl Vaillencourt (Suz); 14. Steve Childress (Suz); 15. David Gaylord (Kaw); 16. Ryan Dean (Hon); 17. Shane Templeton (Yam); 18. Gaylon Dickson (Suz); 19. Carter Gurnee (Yam); 20. Jeff Yentzer (Kaw).
Time: 7:26.82

250 SEMI 1: Matasievich; 2. Kiedrowski; 3. Lawrence; 4. Boyesen; 5. Sommo; 6. Taylor; 7. Glass; 8. McElroy; 9. Crine; 10. Owens; 11. Reynolds; 12. Richardson; 13. Ohkawara; 14. Welch; 15. Dubach; 16. Paggio.
Time: 5:50.25

250 SEMI 2: 1. Ward; 2. Stephenson; 3. Palmer; 4. Kehoe; 5. DeHoop; 6. Childress; 7. Vaillencourt; 8. Musselman; 9. Roy; 10. Gaylord; 11. Dean; 12. Gurnee; 13. Templeton; 14. Yentzer; 15. McMillen; 16. Dickson.
Time: 5:54.33

250 LCQ: 1. McElroy; 2. Ohkawara; 3. Crine; 4. Vaillencourt; 5. Glass; 6. Dubach; 7. Reynolds; 8. Childress; 9. Owens; 10. Gaylord; 11. Taylor; 12. Templeton; 13. Dean; 14. Dickson; 15. Gurnee; 16. Richardson; 17. Roy; 18. Welch; 19. Paggio; 20. McMillen; 21. Musselman; 22. Yentzer.
Time: 6:11.47

250 MAIN: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3. Jeff Stanton (Hon); 4. Mike Kiedrowski (Kaw); 5. Damon Bradshaw (Yam); 6. Michael Craig (Kaw); 7. Guy Cooper (Suz); 8. Shaun Kalos (Yam); 9. Steve Lamson (Hon); 10. Phil Lawrence (Suz); 11. Cliff Palmer (KTM); 12. Larry Ward (Suz); 13. Denny Stephenson (Suz); 14. Todd DeHoop (Hon); 15. Ray Sommo (Yam); 16. Erik Kehoe (Hon); 17. Dag Boyesen (Yam); 18. Kohji Ohkawara (Yam); 19. Jeff Matasievich (Suz); 20. Brian McElroy (Yam).
Time: 1. 20:52.11

AMA CAMEL SUPERCROSS POINT STANDINGS (After 10 of 16 rounds): 1. Jeremy McGrath (224/6 wins); 2. Mike Kiedrowski (200/ 1 win); 3. Damon Bradshaw (191/2 wins); 4. Jeff Stanton (190); 5. Michael Craig (139); 6. Steve Lamson (127); 7. Larry Ward (113); 8. Brian Swink (107); 9. Cliff Palmer (101); 10. Jeff Emig (87); 11. Jeff Matiasevich (86); 12. Mike LaRocco (78 /1 win); 13. Larry Ward (72); 14. (TIE) Guy Cooper/ Shaun Kalos (71); 16. Erik Kehoe (60); 17. Jeromy Buehl (55); 18. Phil Lawrence (46); 19. Larry Brooks (29); 20. Buddy Antunez (27).

125 HEAT 1: 1. Doug Henry (Hon); 2. Tim Ferry (Yam); 3. Chad Pedersen (Yam); 4. Chad Lough (Suz); 5. Barry Carsten (Suz); 6. Jason Edwards (Hon); 7. Jim Chester (Kaw); 8. Davey Yezek (Kaw); 9. Josh Steel (Kaw); 10. Barry Stovall (Kaw); 11. Jean-Sebastien Roy (Suz); 12. Todd Bennick (Suz); 13. Mark Morris (Yam); 14. Doug Stone (Kaw); 15. Trey Owens (Yam); 16. Doug De Haan (Suz); 17. Brian Deegan (Kaw); 18. Tom Welch (Yam); 19. Jeff Yentzer (Kaw); 20. Chris Neal (Suz).
Time: 6:05.60

125 HEAT 2: 1. Ezra Lusk (Suz); 2. Mike Brown (Hon); 3. Kevin Crine (Hon); 4. Jason Eickel (Hon); 5. John Dowd (Kaw); 6. Shane Templeton (Yam); 7. Damyn Swanepoel (Yam); 8. Jeff Curry (Kaw); 9. Jim Neese (Kaw); 10. David Gaylord (Kaw); 11. Mike Treadwell (Yam); 12. Steven Herman (Suz); 13. Gregory Kreinbrook (Kaw); 14. Carter Gurnee (Yam); 15. Scott Sheak (Kaw); 16. Jeff Pestana (Hon); 17. Joel Dengler (Kaw); 18. Anthony Paggio (Hon); 19. Keith Troccolo (Kaw); 20. Gaylon Dickson (Suz).
Time: 6:02.94

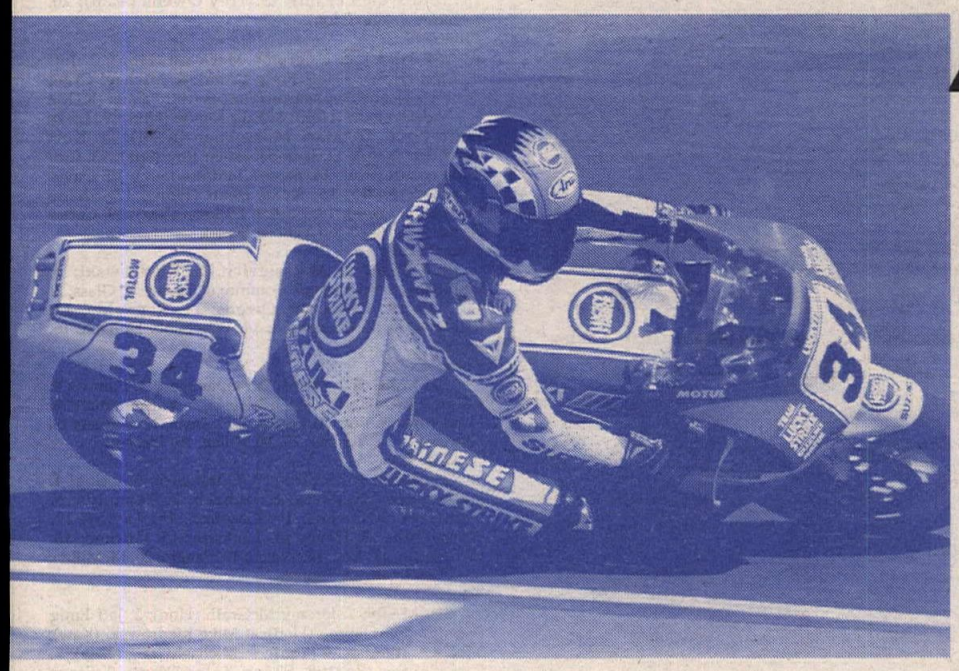
125 LCQ: 1. Roy; 2. Sheak; 3. Pestana; 4. Deegan; 5. Stone; 6. Dengler; 7. Stovall; 8. Treadwell; 9. De Haan; 10. Bennick; 11. Herman; 12. Yentzer; 13. Neal; 14. Dickson; 15. Gurnee; 16. Gaylord; 17. Troccolo; 18. Owens; 19. Paggio; 20. Welch; 21. Morris; 22. Kreinbrook.
Time: 4:28.20

125 MAIN: 1. Doug Henry (Hon); 2. Tim Ferry (Yam); 3. Chad Pederson (Yam); 4. Davey Yezek (Kaw); 5. Josh Steel (Kaw); 6. Jim Neese (Kaw); 7. Jeff Curry (Kaw); 8. Jason Edwards (Hon); 9. Mike Brown (Hon); 10. John Dowd (Kaw); 11. Jimmy Eickel (Hon); 12. Barry Carsten (Suz); 13. Scott Sheak (Kaw); 14. Jim Chester (Yam); 15. Brian Deegan (kaw); 16. Shane Templeton (Yam); 17. Kevin Crine (Hon); 18. Chad Lough (Suz); 19. Damyn Swanepoel (Yam); 20. Ezra Lusk (Suz); 21. Jefferey Pestana (Hon); 22. Jean-Sebastien Roy (Suz).
Time: 14:31.17

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 7 of 10 rounds): 1. Doug Henry (164); 2. Ezra Lusk (124); 3. Chad Pederson (105); 4. Tim Ferry (83); 5. Scott Sheak (81); 6. James Eickel (68); 7. Davey Yezek (66); 8. Jeff Curry (63); 9. Mike Brown (58); 10. Jimmy Button (55); 11. Jason Edwards (45); 12. Barry Carsten (41); 13. Joel Dengler (30); 14. (TIE) Anthony Paggio/Brian Deegan (29); 16. (TIE) Jeff Dement/Junior Jackson (26); 18. Jim Neese (24); 19. Josh Steel (21); 20. John Dowd (19).

G'day y'all.

Pardon the accents,
but Suzuki just had a **fabulous weekend** getaway,
dominating races in both hemispheres.

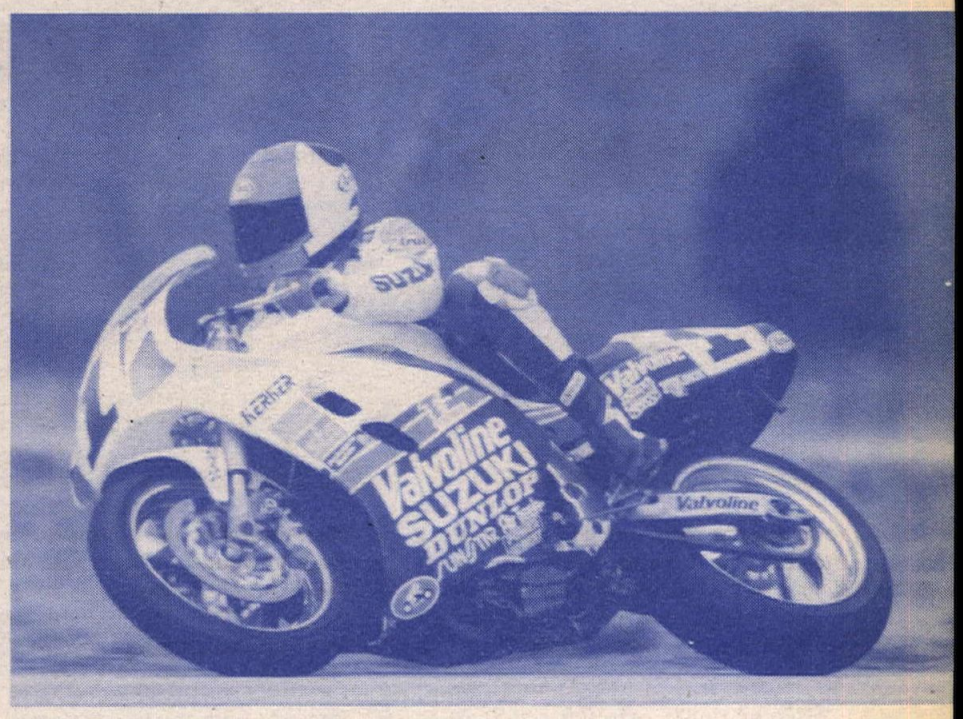


down under, in the land of **koalas and kangaroos**, another animal outran the pack at the **Australian Grand Prix.** That's right, Kevin **Schwantz** opened up the season faster than a *speeding* ***dingo,*** scoring his **20th career victory** in the 500cc class. And his 20th victory **on a Suzuki**. Throw another Yamaha on the **barbie**, mate.

down south in **Alabama,** home of the Crimson Tide, Kurt **Hall** and Chuck **Graves** rode a monster wave that was unmistakably Suzuki Blue. It hit the **WERA National Endurance Series** in Talledega and **swept away** all its **competitors**.

By the way, at the risk of rubbing even more **sea salt** into the competition's wounds, it was **Team Suzuki's 85th victory**. The next-best team has a not-even-close 30 wins. **YEE-HAH!** We should mention that **Kurt** also competed in the WERA Superstock sprints, in the 600, 750 and 1100 classes. All on **GSX-Rs**. Guess what the results were. Good guess.

Let's see, that makes it **5 for five**. All in all, a *perfect* weekend.



Well, that wraps up this edition of Around the World on a Suzuki. Join us next time as we invade another of the seven continents. Maybe **Asia.** Or **Europe.** Sacre **BLUE!**

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ROAD RACE AMA National Championship Series update

Doug Polen (23) and Colin Edwards (45) expect to do well at Laguna Seca.

Turn up the heat

By Paul Carruthers

Two races down, nine to go. Some questions have been answered in the first two rounds of the 1993 AMA National Championship Road Race Series, but many remain. With the Phoenix series opener and the Daytona 200 now a fading memory, the run for the AMA Superbike crown will begin in earnest at Laguna Seca on April 18 as the AMA's most ambitious road race schedule in many years resumes.

So, with Daytona 200 winner Eddie Lawson heading back into retirement and AMA Superbike points leader Scott Russell departing for Europe to battle for the World Superbike crown, what's left, you ask? Plenty.

Two factory Ducatis, two factory Hondas, two factory Kawasakis, two factory Suzukis, two factory Yamahas and a host of ever-improving privateer efforts. The race for the championship is just beginning - here's a team-by-team look at how things have stacked up so far in the young season.

Fast By Ferracci Ducati - Even though he only managed to finish fifth in the Daytona 200, Doug Polen went home from Florida with a smile that probably reached all the way across Texas.

Forget Scott Russell, the real championship leader is Polen. Russell's not going to be here long enough to be a factor so we can take his 63 points and move them into the absentee column. Polen's 62 points, though, are here to stay. The non-defending two-time World Superbike Champion remains the man to beat.

A thrilling victory at the Phoenix International Raceway opener came after a practice crash that left the Texan with a tweaked nerve in his back. He sucked it up, played hurt and came out a winner in a classic three-rider fight to the finish. At Daytona, he knew his only hope was to make it through the 200 miles with only one tire change; thanks to the new Ducati not featuring quick change wheels. Going the distance on only two new tires wasn't possible, and Polen was forced into racing at an un-Polen like pace to ensure a high points paying finish. He did what he had to do in the race, and he drove his fifth-wheeled trailer out of Florida with 26 points in his pocket and a smile on his face.

"Things are going okay," Polen said. "As far as having two races down, finishing in the top five at Daytona and winning at Phoenix - yeah, the points thing looks okay. I would have liked to have done better at Daytona."

At Phoenix, Polen was aboard last year's Ducati. The '93 bike was ready for Daytona, but things definitely didn't go as planned with the new bike.

"The two bikes aren't too terribly different," Polen said. "We suffered from a lack of preparation at Daytona with things like not having the quick change wheels on. Also, the bike was about 20 pounds heavier compared to what they used to weigh, and we had some engine problems. Actually, we were pretty puzzled as to why the bike was seven to eight mph down from last year's bike. The rules really favor the in-line fours at Daytona because 70-75 percent of the track is top speed, so I expected to get some stiff competition there - just not as much as we had. At Daytona you need rockets and missiles, but you need a high-powered slingshot for Laguna Seca - I reckon I've got a pretty good slingshot. And next year we'll have a better rocket for Daytona."

As if they needed it, the Ferracci team has found a number two rider who can also win races. Any doubts about Pascal Picotte's abilities were answered at Phoenix, with the French Canadian very nearly winning his first AMA National there.

Daytona, though, has a way of making many a top racer leave the Sunshine State in disgust. Picotte's Ducati had fuel-injection problems from the drop of the flag. Combine that with him running out of fuel and having a long push to the pits, and Picotte could do no better than 37th. Zero championship points. Still, Picotte's 32 points from Phoenix leaves him in seventh in the championship (actually fifth when you toss Russell and Lawson out of the equation).

With these two riders, team owner Eraldo Ferracci can boast of having the strongest team in AMA superbike racing. With the experience gained from winning the World Superbike title the past two years, don't expect this team to make many mistakes.

Muzzy Kawasaki - Russell leads the AMA Superbike National Championship, but that really has no bearing on how this team fares going into the rest of the series. Russell is gone, headed for Europe to battle a horde of Ducatis in hopes of securing the World Superbike Championship for Kawasaki. Though he has hinted that he may indeed race at Laguna Seca, this appeared doubtful at presstime.

What's left behind, though, isn't all bad for the Muzzy team. French Canadian Miguel DuHamel lies third in the championship (second, if you dismiss Russell) and he's only six points behind Polen. A fifth place finish in DuHamel's debut ride aboard the all-green ZXR750 wasn't bad when you consider the problems he was having in coming to grips with the new bike. At Daytona, things got better for the man who rode in last year's 500cc World Championship aboard a Yamaha France YZR500. He finished third after proving that he was one of the few who could brag of being able to at least come close to matching the pace set by race winner Eddie Lawson and runner-up Russell.

And he should find things better yet when Russell and his rather long shadow are gone from the team for the summer. As Thomas Stevens found out last year, the Muzzy team revolves around Russell - and why not - but with Russell gone, this will be DuHamel's team and he should prosper in the situation.

DuHamel's teammate is Takahiro Sohwa. The Japanese rider has shown very little except for an uncanny ability to crash at each and every stop on the circuit on both his superbike and 750cc Supersport mount - at least once. Sohwa has shown he has the speed to keep up, but as yet there has been no indication of his ability to actually finish a 60-mile superbike race. Despite crashing very early in the series opener at Phoenix, the new points paying system - one that rewards virtually everyone but the janitor - gave him six points. How much help he will provide DuHamel in developing the new bike remains to be seen.

Camel Commonwealth Honda - While Tom Kipp actually sits in a pretty good position after the first two races, teammate Mike Smith has had a terrible start to the '93 campaign. The pair finished seventh and eighth in the Phoenix opener when they couldn't find the answers to a handling problem with the Honda RC30s on the tight and twisty race track.

French Canadian Miguel DuHamel is third in the series point standings.

At Daytona they bounced back, with Kipp finishing sixth in the 200. Smith, though, suffered through the misery of having his RC30 destroy a clutch on the very first lap. He finds himself well back in the standings in 13th with only 24 points. Kipp, on the other hand, is fourth with 48 points.

The Honda's problem seems to be a mirror reverse of the new Suzuki's. The RC30 seems to be better suited to the faster race tracks, rather than the tight and twisty layouts. Top speed doesn't appear to be a problem - getting the power to the ground on the exits of corners is where trouble lies.

"Last year we had a problem with top speed and coming off the corners," Smith said. "This year we've got the speed conquered, now we've got to get the other part conquered - to get the thing off the corners. I think things will end up going good. Can I win right this second? No. I have to ride 100 percent and hope somebody messes up in order to win. It's very hard to say who can win, but I think we can be competitive. It's always the same story - whether or not you can get your combination to work."

One thing that is no longer bothering Smith is the broken leg he suffered last June at Loudon: "It's healed 100 percent," he said. "I think running second in my first race back at Texas last year showed that I was okay."

Vance & Hines Yamaha - These are the best of times, these are the worst of times for Vance & Hines Yamaha. Talk about a change in fortunes. The Vance & Hines crew has been through it all so far in 1993. Put yourself in their shoes for a minute. Let's start with the bad news: How about losing your number one rider Jamie James before the season even starts when he crashes at the preseason Daytona tire tests and is forced to miss the first two rounds of the champi-

onship?; then, at Daytona, your riders suddenly start blowing motors by the crateful and you wonder if you can get a bike to go 100 miles, much less 200; and Colin Edwards, your championship hopeful, encounters yet another blown motor in the Daytona 200 and doesn't score a single point. Ouch!

Now here's the good news: In his AMA Superbike debut at Phoenix International Raceway, Edwards finishes fourth and shows that right off the bat he can run with the big boys; despite all the engine problems encountered throughout the week, your fill-in rider at Daytona, four-time World Champion Eddie Lawson, goes out and wins the biggest race of the year - the Daytona 200. Yeoww!

Heading into the third round of the series at Laguna, it seems as though things are beginning to return to normal for the V&H squad. James will be back, the engine problems have been cured by the team's engine guru Jim Leonard, and the team will finally get the opportunity to see how good the relatively untested 1993 Yamaha YZF750SP really is.

"Jim Leonard has discovered what he was dealing with," team manager Steve Johnson explained when questioned about the Daytona engine problems. "The symptoms were the same in all conditions, except for Eddie's (Lawson) problem in qualifying. That was a pressed-in plug that came out. We're going to bring the SP to Laguna. We'll try it and see how close we are. We really need to get Colin (Edwards) back in the championship hunt, so I would imagine that he will probably use the OW. Jamie (James) is in a little bit different situation. If Colin opts not to ride the SP, then we'll give Jamie the option to ride it - it might be easier for him. Jamie's been very positive this week. He's been putting in 45 minute motos on an MX bike and his confidence is there. He's really been riding an emotional roller coaster. It's been four months (since the accident), so he's anxious to get back on."

The hand injury James suffered at the Daytona tire tests was much more severe than originally thought as it was basically crushed in the crash. Still, James has pronounced himself ready for action, and he was scheduled to ride a road racer for the first time since the crash the weekend of April 4.

"I'm getting a lot more motion out of the end of the finger," James said. "The knuckle has no motion, but now at least I have some motion out of the end. I've been riding a motocross bike a good bit each day. The test is basically just to go play around and see how I feel on a race bike. I've never had trouble before coming back from them (accidents), but when you come back from a bad one there's always some questions in your mind. There's always some ups and downs in your mind about being able to go as fast as you were, but I've always been able to go out and do it in the past."

Edwards lies 10th in the championship, despite his Daytona non-finish, with 28 points - a full 34 points behind Polen. James is worse off with zero points but, as Polen proved last year, you can miss a few races and still be in the hunt at the end of the season.

Yoshimura Suzuki - Thomas Stevens comes into the third round of the series as the 11th ranked rider in the point standings. Things started out fairly well for the Floridian at Phoenix where he finished sixth, proving that with a little more acceleration the new liquid-cooled GSXR750 could run with the Kawasakis, Hondas, Yamahas and Ducatis. It was an impressive effort for the new bike at the first race of the season, but the team's success was marred somewhat by Donald Jacks' crash, a high-speed get-off that left the team's number two rider with a broken arm.

At Daytona, Stevens and the team hit a snag. There it became evident that the new bike lacked not only acceleration, but also horsepower. And there was no way to hide it on the banked tri-oval. Instead of moving forward, the program appeared to have taken a couple of steps backward. Still, Stevens went hunting for points. He knew going in that with only a few months of development under their belt, Daytona would be the toughest challenge of the year for the team and its new bike. It all went wrong in the 200, though, when Stevens crashed in the chicane. His 25 points puts him a whopping 37 points behind Polen in the championship.

"We definitely know what the weaknesses of the bike are," Stevens said from his home in Florida a few weeks before Laguna Seca. "With any machine you're always trying to make it better, and we're working on making it better. At this point, the faster the track the more we're at a disadvantage, but as the season progresses our guys will get it better. The potential for the power is there, it's just tough when you only have three months to get it together and the other guys are using bikes that they've been developing for years. I don't think Laguna Seca will give us a problem because the bike will be that much better - we're working towards the goals we set after Daytona.

"There (Daytona) I just got away from my game plan. Going in I planned to just finish the best I could with what we had, but I got in too much of a hurry. I tried to make it up by riding too hard and it bit me. I didn't want to lose touch with the group ahead of me so I was trying to get a good drive out of the chicane. But I never got through it with the cold tire. Hey, I can't dwell on the past, I've got to look to the future."

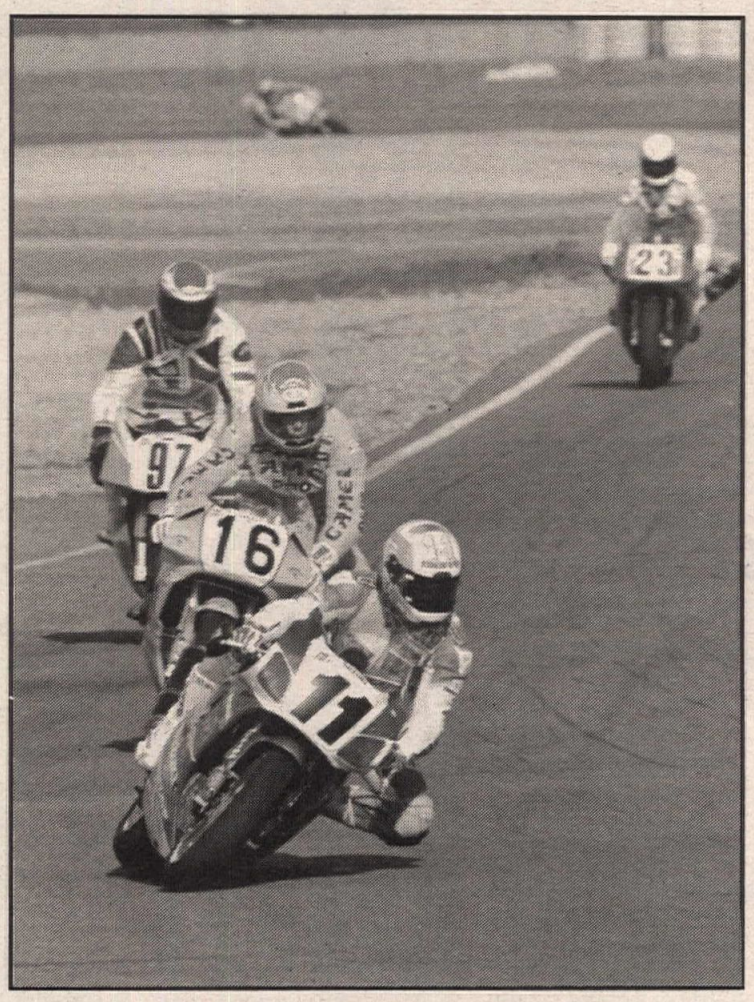
Jacks is expected to return to action for the Laguna Seca round of the series, and having both riders back on board should help the team develop the bike more quickly.

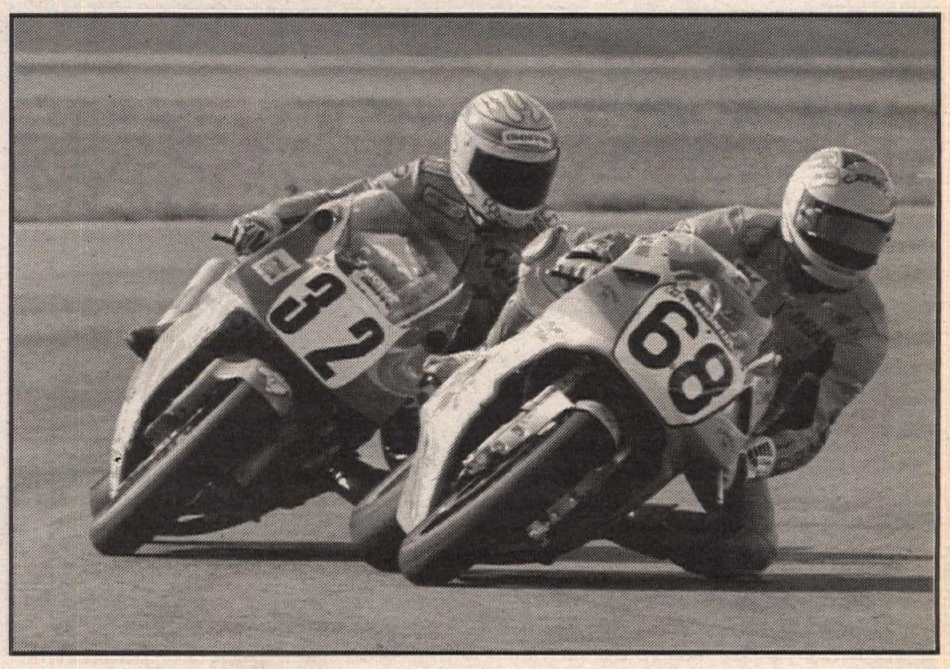
The Rest - Team Mirage's Dale Quarterley is the very best of the rest. In fact, you can almost think of Quarterley as a factory rider because he's proven that he can run just as fast as the factory men. Armed with a brand new Kawasaki ZXR750, Quarterley lies fifth in the championship behind only Russell, Polen, DuHamel and Kipp - not bad company. Can he win a race this season? Doubtful. Can he be a thorn in the side to them all? You bet. If it rains at one of these races, don't be afraid to lay down a little cash on the tall redhead. Quarterley finished ninth in Phoenix and seventh at Daytona.

Jacques Guenette, Jr. is the next highest ranking "privateer." He currently sits in eighth place after finishing 22nd at Phoenix and ninth at Daytona on his Yamaha Canada YZF750SP. Having well known turner Mike Velasco in his camp won't hurt a bit.

Behind those two come a host of others including Eric Moe and his trusty old Honda RC30, Pablo Real and his Ducati, Christian Gardner and his Gold Hill Yamaha, Scott Gray and Michael Barnes - all sit in the top 20 in the championship point standings.

Based on what we've seen in the first two rounds, things are just starting to heat up. CN





(Above) Close racing has been prominent at the first two rounds of the series. (Left) Thomas Stevens (11) and Tom Kipp (16) race at the Phoenix opener. (Below) Camel Honda's Mike Smith (68) and Team Mirage's Dale Quarterley. Smith hasn't had much luck thus far in 1993, but Quarterley is currently fifth in the standings.

ROAD RACE Road race track guide

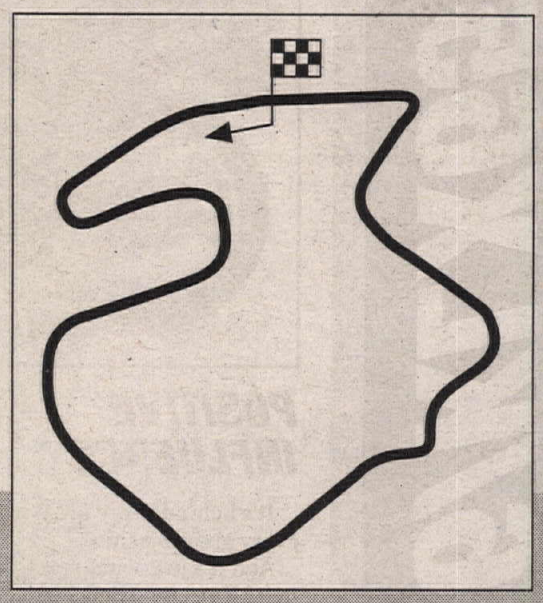
From Laguna to Atlanta

By Paul Carruthers

If variety is indeed the spice of life, then this year's AMA National Championship Road Race Series should be full of it - life that is. Or how about this - something old, something new, something borrowed, something blue.

The old comes from the natural road courses the AMA is familiar with, places such as Laguna Seca, Mid-Ohio and Road America. The new (at least for this year) comes from places the AMA has visited before - namely Road Atlanta and Sears Point - but have skipped in past years. The borrowed? How about those combination oval-infield combination courses such as Atlanta Motor Speedway, on loan to the AMA from NASCAR which each year holds its final race of the Winston Cup Series there.

Natural road courses and modified oval-infield combinations, this year's championship will run on them all. From Laguna Seca to Atlanta Motor Speedway, the '93 season makes a visit to nine more race tracks (remember Phoenix and Daytona?) across the country in what will be a 11-round series.

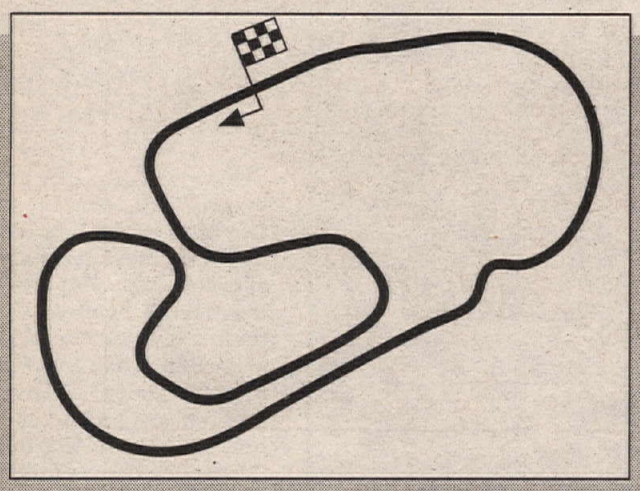


Round 3: April 16-18
Laguna Seca International Raceway
Length: 2.214 miles.
Lap record: Kevin Schwantz (1990)
1 min., 25.838 sec./92.099 mph.
1992 winners: Doug Polen (Superbike), Jimmy Filice (250cc GP), Scott Russell (750cc Supersport), Mike Smith (600cc Supersport), Pascal Picotte (SuperTwins), Scott Zampach (H-D TwinSports).

Getting there: Laguna Seca is located 10 miles inland from the coastal town of Monterey, California. There is an airport in Monterey, but most visitors will use San Francisco's International Airport, approximately 100 miles to the north. From San Francisco there are two alternatives - the I-680 freeway to Hwy. 101 or the more scenic, yet slower, Highway One. Both routes lead to Monterey.

Note: The AMA National Championship Road Race Series resumes at Laguna Seca after the first two rounds at Phoenix International Raceway and Daytona International Speedway. This year Laguna Seca will also play host to a Grand Prix, scheduled for September 10-12. If you can't enjoy life on the Monterey Peninsula for a weekend, check your pulse.

For ticket information contact:
SCRAMP, P.O. Box 2078, Monterey, CA 93940
800/367-9939



Round 4: April 31-May 1
Charlotte Motor Speedway
Length: 2.25 miles.
Lap Record: Doug Polen (1992)
1:15.55, 108.154 mph.
1992 Winners: Jamie James (Superbike), Colin Edwards II (250cc GP), Scott Russell (750cc Supersport), Steve Crevier (600cc Supersport), Pascal Picotte (SuperTwins), Scott Zampach (H-D TwinSports).

Getting there: Charlotte Motor Speedway is located in the heart of stock car country, northeast of Charlotte on U.S. 29 in Concord, North Carolina. From Charlotte/Douglas International Airport, take 1-85 North and follow signs to U.S. 29 and Charlotte Motor Speedway.

Note: This year's oval/infield circuit layout at the track will feature additional chicanes to slow riders on the banking; our track map doesn't indicate these changes because finalized plans were not available prior to presstime.

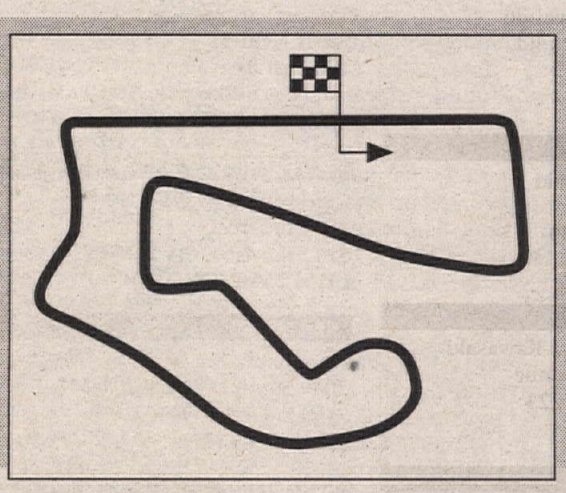
For ticket information contact:
International Cycle Events, P.O. Box 1690, Hickory, NC 28603
704/328-BIKE

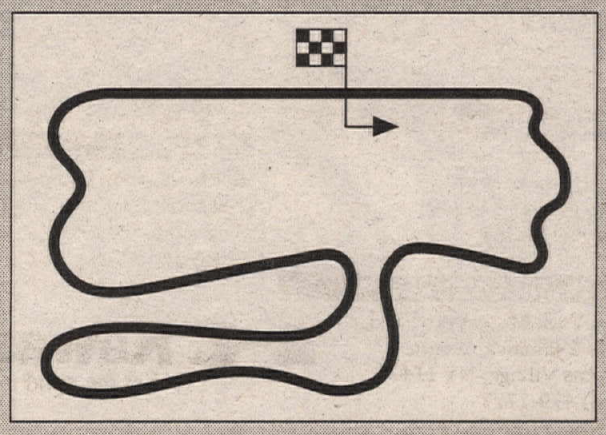
Round 5: June 11-13
Road America
Length: 4 miles.
Lap record: Scott Russell (1991)
2:16.666/105.366 mph.
1992 Winners: Jamie James (Superbike), Chris D'Aluisio (250cc GP), Jason Pridmore (750cc Supersport), Tom Kipp (600cc Supersport), Pascal Picotte (SuperTwins), Scott Zampach (H-D TwinSports).

Getting there: Road America is located two miles south of Elkhart Lake, Wisconsin, on SR75. The nearest major airport is located in Milwaukee, some 70 miles south of Elkhart Lake. From Milwaukee, take I-43 North to U.S. 23, go west to U.S. 67 and head north to Road America.

Note: Road America features the best bratwurst this side of the Nurburgring, and a visit to nearby Siebkins, in the village of Elkhart Lake, is a must see/eat/drink.

For ticket information contact:
Road America, 69 Point Elkhart, Elkhart Lake, WI 53020
414/892-4576





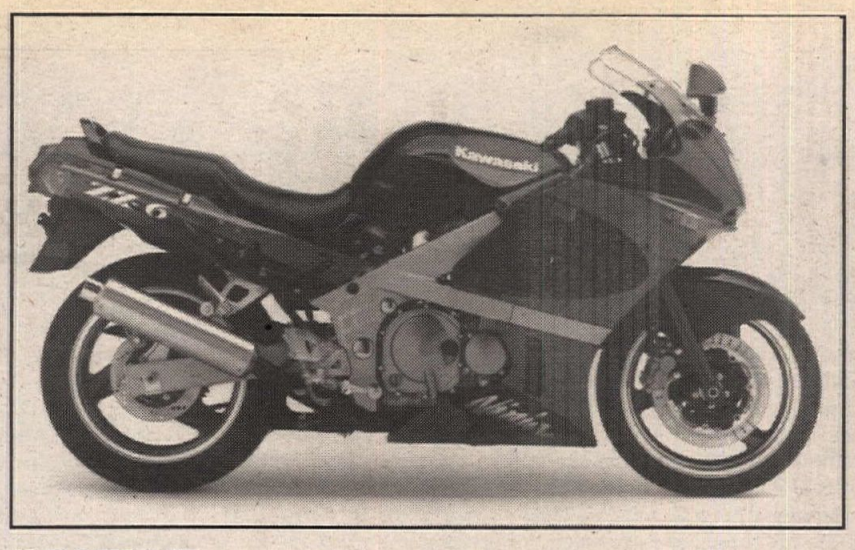
Round 6: June 18-20
New Hampshire International Speedway
Length: 1.6 miles.
Lap Record: Freddie Spencer (1992)
1:14.795/77.010 mph.
1992 Winners: Scott Russell (Superbike), Jimmy Filice (250cc GP), Scott Russell (750cc Supersport), Tom Kipp (600cc Supersport), Pascal Picotte (SuperTwins), Scott Zampach (H-D TwinSports).

Getting there: New Hampshire International Speedway is located near Loudon, New Hampshire, on SR106, nine miles north of U.S. 4. The nearest airport is in Manchester, some 40 miles south, but the more popular airport is Boston's Logan International in Boston, Massachusetts, roughly 115 miles south of Loudon.

Note: In the past few years, New Hampshire International Speedway has made a conscious effort to rid itself of the "bad biker" label that many remember the old Loudon race for. A cleaner image has led to a different audience, though the race is still a popular race for "bikers."

For ticket information contact:
New Hampshire International Speedway, P.O. Box 7888, Rt. 106, Loudon, NH 03301
603/783-4744

NINJA ZX-6/KLX650



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And it's just what makes the 1993 Ninja ZX-6 E so great, thanks to its Kawasaki Ram Air Intake system that builds positive pressure in the airbox. It's the same basic system that has made the Ninja ZX-11 revered in the motorcycle world for three years running.

But, ram-air is just a part of the equation: Engine reciprocating weight is at a minumum with an incredibly light crank, pistons, rods and valves. We even minimized crankcase pumping losses by building special short cylinder sleeves. And to make the most of the ram-air system, there's a special exhaust and revised ignition curve.

But we didn't stop there. To help you fully utilize the added power, there's a redesigned frame that's constructed of welded together pressed-alloy sheets—just like on our championship-winning ZX-7R—that forms a rigid, yet lightweight package. Fine-tuning contributing to back-road prowess includes a nimble-handling 56.3-inch wheelbase and a big, sturdy steering stem and front axle. *One* ride tells you we did the Right Thing.

No doubt about it, the Ninja ZX-6 E represents a whole-new ball game: With you've-got-to-ride-it-to-believe-it power and the incredible handling agility you can only get with a Ninja, this 600 delivers what you could have only imagined before.

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1600 W. 10th St.
Antioch, CA 94509
(510) 706-9050

BEAUMONT
Beaumont Yamaha-Kawasaki
680 Beaumont Avenue
Beaumont, CA 92223
(909) 845-4882

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Dublin Kawasaki
6044 Dougherty Road
Dublin, CA 94568
(510) 829-4466

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Harbor City, CA 90710
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Oakland, CA 94601
(510) 532-3677

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180 East Baseline
San Bernardino, CA 92410
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California Kawasaki
385 8th Street
San Francisco, CA 94103
(415) 255-2474

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Penninsula Kawasaki
2049 South El Camino Real
San Mateo, CA 94403
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6990 Soquel Avenue
Santa Cruz, CA 95062
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14327 Amargosa Road
Victorville, CA 92392
(619) 241-2FUN

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Willows Kawasaki-Yamaha
1555 Highland Avenue (Rt 10)
Cheshire, CT 06410
(203) 272-7201/ 1(800) 891-4FUN

FL ORLANDO
Seminole Honda-Kawasaki
3401 N. Hwy. 17-92
Longwood (Orlando), FL 32750
(407)322-3253 / 1(800) 843-5118

JACKSONVILLE
Regency Kawasaki & Sea-Doo
10290 Atlantic Blvd
Jacksonville, FL 32225
(904) 641-5320

GA GAINESVILLE
Suzuki-Kawasaki of Gainesville
712 Atlanta Road
Gainesville, GA 30501
(404) 532-7083 / (800) 287-7814

IL LAKE VILLA
Nielsen Enterprises, Inc.
130 S. Milwaukee Ave. (Rt. 83)
Lake Villa, IL 60046
(708) 356-3000

MD WALDORF
Atlantic Cycle & Power
Rt 301 & Delmar Road
Waldorf, MD 20695
(301) 870-7173

MI DEARBORN HEIGHTS
Rosenau Powersports
24732 Ford Road
Dearborn Heights, MI 48127
(313) 278-5000

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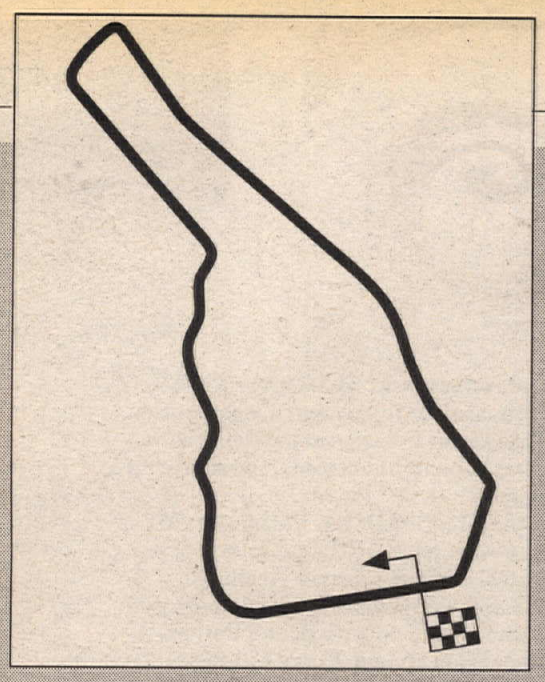
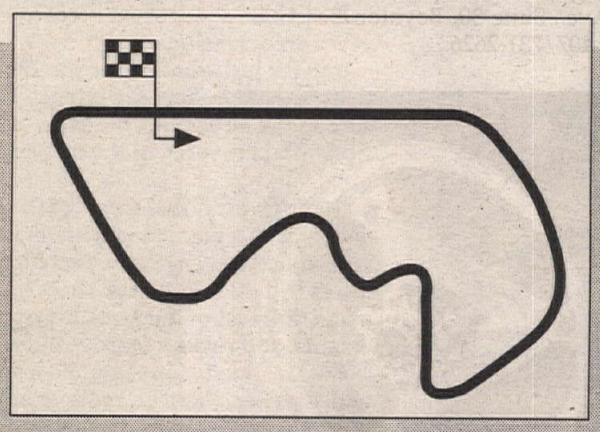


Round 7: July 16-18
Road Atlanta
Length: 2.52 miles.
Lap Record: Scott Russell (1990 WERA F-USA)
1:25.18/106.50 mph.
Past Winners: The last time an AMA race was held at Road Atlanta was in 1990: Doug Polen (Superbike), Chris D'Aluisio (250cc GP), Miguel DuHamel (750cc Supersport), Thomas Stevens (600cc Supersport), Jamie James (ProTwins GP1), Fabian Cortez III (ProTwins GP2).

Getting there: Road Atlanta is located approximately 40 miles north of Atlanta, Georgia near the town of Braselton. The closest airport is Atlanta-Hartsfield International Airport. From the airport, travel north on I-85 and exit on Highway 53; head west on 53 and you can't miss it.

Note: Road Atlanta has long been a favorite of both riders and spectators alike. Movie actress Kim Basinger liked it so much she bought the neighboring town. The scenic layout has been improved dramatically since the last time the AMA visited the facility in 1990, with the entire track being resurfaced. Also, improved safety measures such as the removal of certain dirt embankments are expected to be done prior to the July running of the National. Get ready to kick the red clay off your shoes, and be prepared for an overload of pre-'96 Olympic hype and that stupid Tomahawk Chop.

For ticket information contact:
Road Atlanta, 5300 Winder Hwy, Braselton, GA 30517
404/967-6143

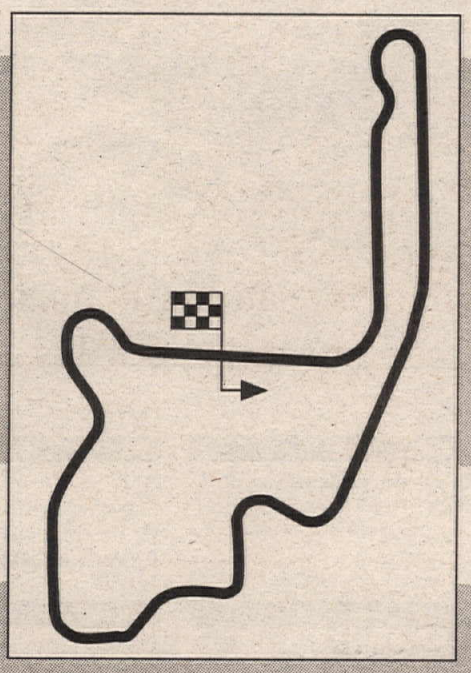


Round 8: July 30-August 1
Brainerd International Raceway
Length: 2.996 miles.
Lap Record: Doug Polen (1992)
1:39.858/108.154 mph.
1992 Winners: Doug Polen (Superbike), Colin Edwards II (250cc GP), Jason Pridmore (750cc Supersport), Mike Smith (600cc Supersport), Jimmy Adamo (SuperTwins), Scott Zampach (H-D TwinSport).

Getting there: Brainerd International Raceway is located six miles north of Brainerd on SR371. There is an airport in Brainerd with flights from Minneapolis-St. Paul International Airport daily. If you choose to ride or drive from Minneapolis, take I-10 North to SR 371 North to Brainerd.

Note: Oofta? What a place to drink pop and play miniature golf right at the feet of Paul Bunyun. Does it get any better than this? Beautiful lakes, great fishing and one hell of a fast race track. Can anyone beat Doug Polen here?

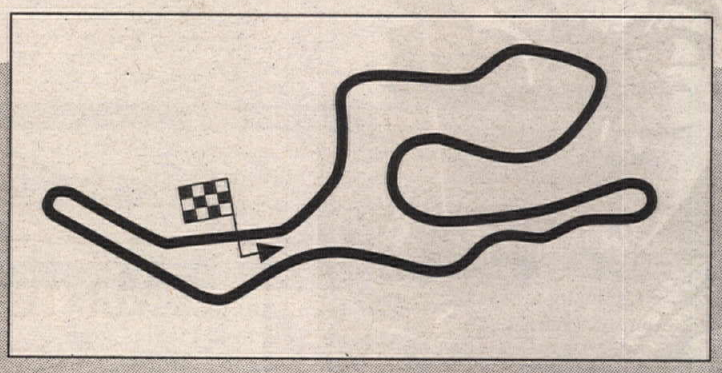
For ticket information contact:
Brainerd International Raceway, 17113 Minnetonka Blvd., #214, Minnetonka, MN 55345
612/475-1500



Round 9: August 7-8
Mid-Ohio Sports Car Course
Length: 2.25 miles.
Lap Record: Scott Russell (1992)
1:30.343/95.636 mph.
1992 Winners: Doug Polen (Superbike), Colin Edwards II (250cc GP), Scott Russell (750cc Supersport), Larry Schwarzbach (600cc Supersport), Pascal Picotte (SuperTwins), Nigel Gale (H-D TwinSport).

Getting there: The Mid-Ohio Sports Car Course is located four miles west of I-71 on SR97. The nearest major airport is in Cleveland, some 80 miles north. From Cleveland, take I-71 South to SR97 (Exit 165). Go west on SR97 to Steam Corner Road, then go west to the race track.

Note: From a spectator standpoint, race tracks don't get any better than this. You can see a lot of the action from grassy hillsides, it's clean and there's always plenty of other race fans to "hang with." This race is definitely not one to miss.

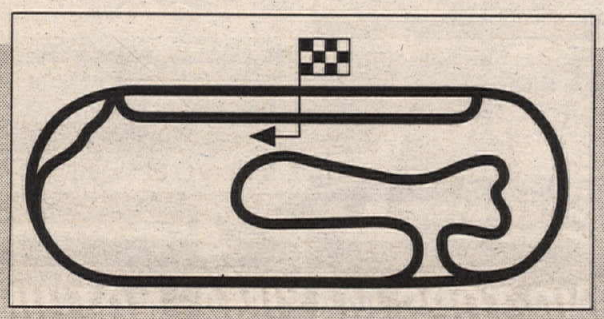


Round 10: August 27-29
Sears Point International Raceway
Length: 2.5 miles.
Lap Record: Scott Gray (1992 AFM)
1:44.50, 86.107 mph.
Past Winners: The last time the AMA Championship visited Sears Point was in 1989, though the program featured all classes except Superbike: John Kocinski (250cc GP), Scott Russell (750cc Supersport), Scott Zampach (600cc Supersport), Randy Renfrow (ProTwins GP), Kevin Erion (ProTwins Modified).

Getting there: Sears Point International Raceway is located in Sonoma, California, some 40 miles north of San Francisco. From San Francisco International Airport head north on U.S. 101 towards Novato before heading east on Highway 37. Travel on Highway 37 for roughly six miles until you reach the junction of Highways 37 and 121 and look for the big Sears Point sign.

Note: Don't forget an excursion to the local wineries. When you're in Sonoma, you're in the center of northern California's wine country - how about a two-week excursion that would include a trip to the U.S Grand Prix at Laguna Seca on September 10-12.

For ticket information contact:
Sears Point International Raceway, Highways 37 & 121, Sonoma, CA 95476, 707/938-8448.



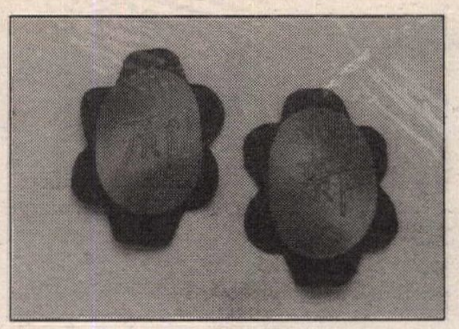
Round 11: October 1-3
Atlanta Motor Speedway
Lap Record/Past Winners: not available due to the fact that motorcycles have yet to race at the facility.

Getting there: Atlanta Motor Speedway (formerly Atlanta International Raceway) is located roughly 30 miles south of Atlanta, Georgia, in the town of Hampton. From Atlanta head south on I-75 to Highways 19 & 41.

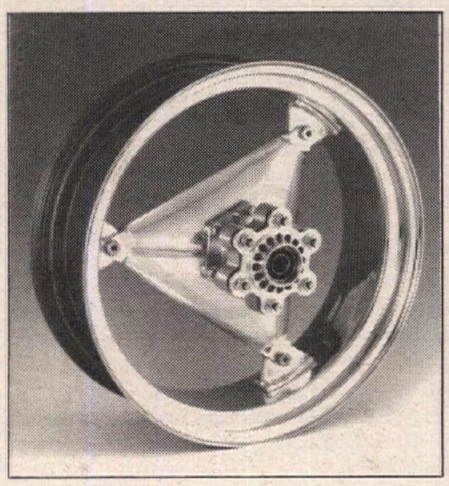
Note: Since this is almost World Series time, hold off on the Atlanta Braves jokes. At least until they lose their third straight.

For ticket information contact:
Atlanta Motor Speedway, P.O. Box 500, Highways 19 & 41, Hampton, GA 30228

NEW PRODUCTS



Chafong Racing's Leather Knee Skids are claimed to give the rider a better feel for lean angle than plastic sliders. The 5/8" thick sliders are held in place with heavy-duty hook and loop fasteners. The sliders are available in red, white, blue and black, and cost $49.95 per pair. For more information contact Chafong Racing, Dept. CN, 1499 S.W. 30th Ave., Suite 30, Boynton Beach, FL 33426, 407/731-2626.



The Sagstick Enterprises Suspension Gauge is a handy tool that is claimed to allow a rider to set his suspension preload without the help of a friend. Normally a two-man task, the gauge allows the rider to record all necessary measurements with minimum effort. The patented gauge costs $59.95. For more information contact Sagstick Enterprises, Dept. CN, 1569 Unit C, Hwy 395, Minden, NV 89423, 702/782-2886.

Hypertek Incorporated's Dominator Wheels are computer designed and feature a billet aluminum hub that is claimed to provide the maximum strength-to-weight ratio. CNC milled to exacting tolerances, the new Cushdrive Hub incorporates computer-designed shock absorbing dampers extruded from aircraft-quality eurethane. Dominator wheels are 100% American made, and are designed to bolt on using the motorcycle's stock spacers, brake discs and other hardware. Available for all late-model performance street bikes, the wheels start at $1495 per pair. For more information contact Hypertek Inc., Dept. CN, 1463 Acadia, Simi Valley, CA 93063, 805/583-2447. CN

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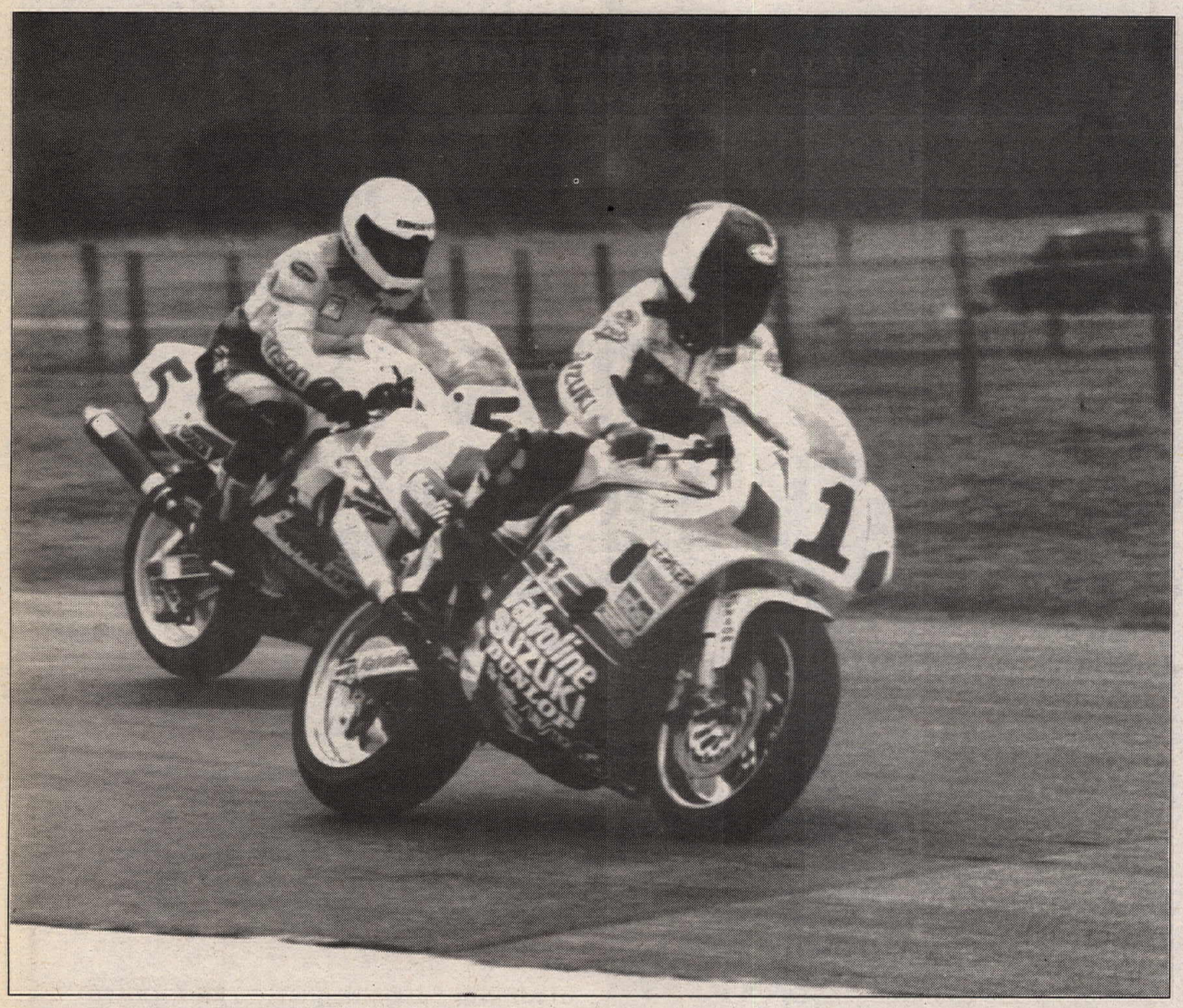
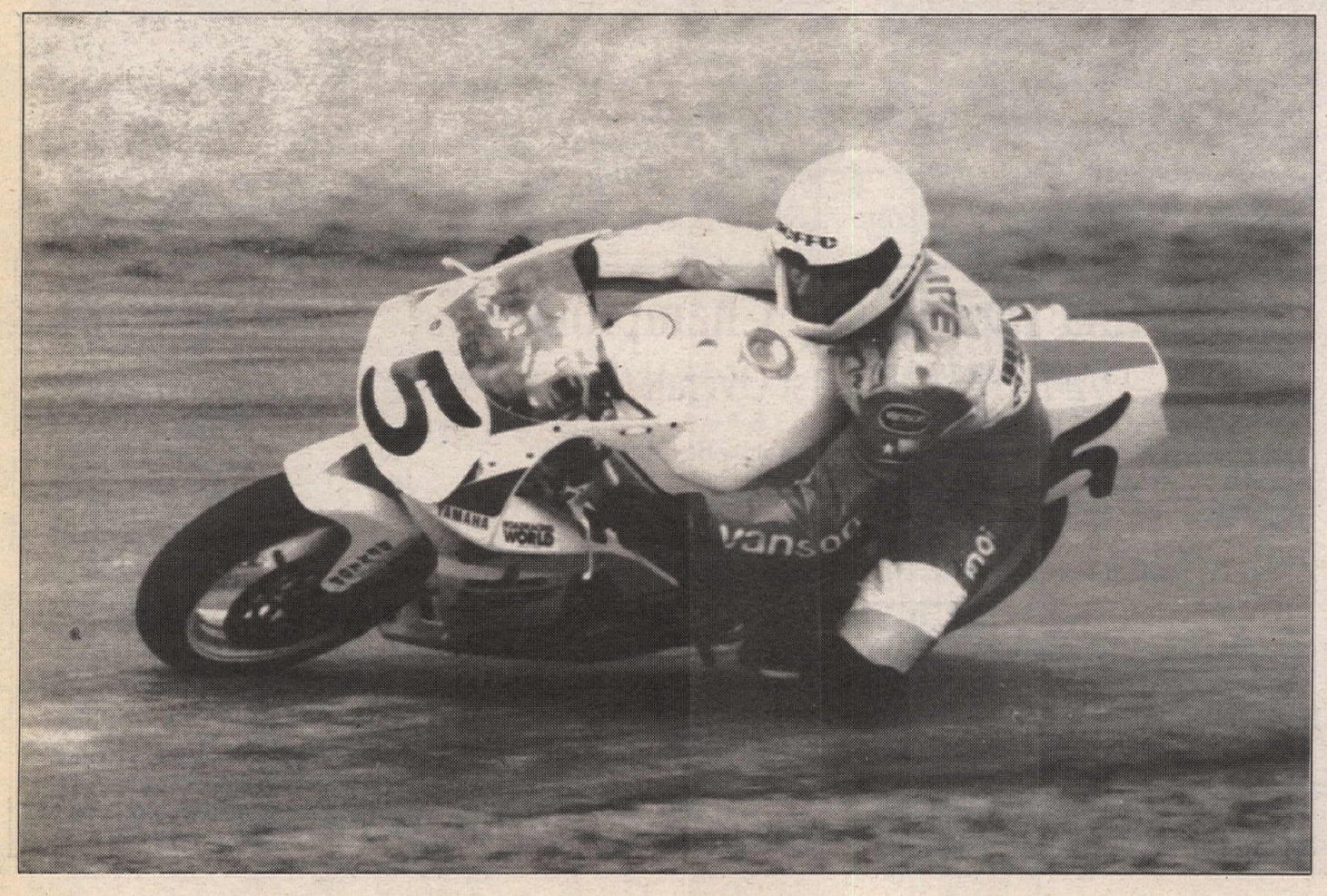
ROAD RACE WERA Power-Mist/Performance Machine National Endurance Series: Round 2

Team Suzuki wins its 85th at Talladega



Team Suzuki Endurance (1) and HNS Racing (5) battled for most of the six-hour endurance race at Talladega Grand Prix Raceway.

HNS Racing rode a Yamaha YZF750SP fitted with a 1000cc motor to finish third with riders Tray Batey and Tom Wilson.



By Clair Franks
Photos by Tiny Franks

TALLADEGA, AL, MAR 27

Mother Nature provided the threatening skies for the Talladega round of the WERA Endurance Series, but HNS Racing provided the biggest threat to perennial series champs Team Suzuki Endurance. The threat was just that, however, as Team Suzuki Endurance won its 85th career endurance despite a race-stoppage due to a light rain.

HNS Racing came to the 1.3-mile Talladega Grand Prix Raceway road course with a hybrid Yamaha YZF750SP that featured a Yamaha FZR1000 engine. Six hours would tell if this would be a match made in heaven or just another misfit attempt at knocking off the champions.

In the end, it was Team Suzuki Endurance's Kurt Hall and Chuck Graves winning the six-hour race, but HNS's Tom Wilson and Tray Batey did present quite a challenge, finishing 40 seconds behind after 434 miles of racing. Third place went to Virginia Breeze Racing's Yamaha with RA Racing's Suzuki and Indy Cycle 'N Ski's Honda rounding out the top five finishers.

Team Suzuki Endurance's win kept their perfect two-race season intact. Consequently, they lead the championship point standings over Team Pearls Suzuki, sixth today, 223.30-175.50. Royale Racing, 11th today, holds down third in the standings with 165.70 points.

When the green flag dropped, the drag race to turn one saw Royal Racing and Team Suzuki Endurance flying in formation - nose to tail. Royale continued to lead a patient Hall through the first turn, but the cagey veteran made his move shortly after as they went through the tight infield 90s for the first time.

Royale's stint in second place was short-lived as HNS blew past on the back straight. And the race was on. Talladega local Tray Batey was piloting the low flying Yamaha on its first outing, and he used all his local track knowledge to reel-in the Valvoline-sponsored Suzuki. Spectators stood as Batey closed under braking on Hall through the infield, pushing and prodding at the champ just to let him know he was there.

Batey used what he had available to keep in touch with the Keith Perry-tuned monster Suzuki, but Hall would motor effortlessly away from the Yamaha down the straights.

With only 10 laps down, the lead duo had separated themselves from the race for third and started picking off backmarkers. Hall, also no stranger to this track, was slicing his way through the slower riders while Batey was having to weave his way around. Batey kept the pressure on until he pitted just after the one-hour mark for a rider change and fuel. The team opted not to take the time for a tire change and sent Ohio-based rider Tom Wilson out on the used rubber.

Batey was concerned about the rear tire, but Wilson went out and

turned some very quick lap times. In their first stints both Hall and Batey turned in some consistent mid to high 59-second lap times with a few one-minute even laps thrown in. Hall continued in the saddle until he collected and passed the Yamaha, putting HNS a lap down.

During the second hour, HNS found Team Suzuki Endurance's weak spot. Backup rider Graves, filling in for Michael Martin, who is recovering from wrist surgery, had problems settling into a track he had never raced on before. Team Suzuki's lap times climbed into the 1:03/1:04 range, allowing HNS to regain the lead.

All was not well, however, in HNS land. After putting a full lap on Team Suzuki during the third hour they fell prey to a dead battery. By the time they got a new battery in the bike and got back underway they were three laps down. The upset win the team had hoped for seemingly faded away along with the dead battery.

But it's never over until it's over. Hour four saw the drama resume as HNS started to regain some of the ground lost in the battery debacle. Team Suzuki Endurance, with a lead of two laps and 45 seconds, had its worst nightmare come true. With a light rain falling, the race was red-flagged because of mud on the racing line. Starting from their original grid position, Team Suzuki's lead was now down to two laps.

With 45 minutes remaining in the race, the green flag flew with Graves riding the Team Suzuki Endurance bike. Batey, meanwhile, was tucking behind on the HNS Yamaha. The sprint to the flag was a thriller. Batey moved in on Graves, hounding his every move in an effort to force a mistake. Batey was a man on a mission as he started to reel-in the leaders, but Graves hung tough.

"He sucked it up and turned in some great lap times just when we needed him to," team manager John Ulrich said of Graves' effort.

With just over a 50-second lead, and under 20 minutes left in the race, Graves was forced to the grass as he attempted to pass some backmarkers. Team Suzuki Endurance's lead was now down to 40 seconds, but it was enough as time ran out on the determined HNS challenge. They crossed the finish line in second place with Virginia Breeze Racing coming home a distant third, nine laps behind Team Suzuki. R.A. Racing and Team Indy Cycle & Ski rounded out the top five finishers overall. CN

Results

OVERALL: 1. Team Suzuki Endurance (Suz); 2. HNS Racing (Yam); 3. Virginia Breeze Racing (Yam); 4. RA Racing (Suz); 5. Indy Cycle 'N Ski (Hon); 6. Team Pearls Suzuki (Suz); 7. Nicholson's Ann Arbor (Hon); 8. Team 20/20 Racing (Kaw); 9. Team TSBA (Suz); 10. Red Hot Racing (Yam); 11. Royale Racing (Yam); 12. TKO Racing (Suz); 13. Light Speed Racing (Yam); 14. Mars Racing (Suz); 15. Anderson/Jardine (Suz); 16. New York Motorcycle Racing (Yam); 17. Arclight Racing (Hon); 18. Firestorm Endurance (Suz); 19. Arclight Racing II (Hon); 20. Amore Racing (Suz).

H/W S/BK: 1. Team Suzuki (Suz); 2. Hall 'n Still Racing (Yam); 3. Virginia Breeze Racing (Yam); 4. R.A. Racing (Suz); 5. Team 20/20 Racing (Kaw).

H/W PROD: 1. Red Hot Racing (Yam); 2. Anderson/Jardine (Suz); 3. Firestorm Endurance (Suz); 4. R U 4 Racing (Suz); 5. Diamond Back Racing (Yam).

M/W S/BK: 1. Team Indy Cycle & Ski (Hon) 2. Team Pearls Suzuki (Suz); 3. Royale Racing (Suz); 4. TKO Racing (Suz); 5. New York M/C Racing (Yam).

M/W PROD: 1. Nicholson's Ann Arbor (Hon); 2. Light Speed Racing (Yam); 3. Mars Racing (Suz); 4. Amore' Racing (Hon); 5. Northern Boys Racing (Hon).

C'SHIP POINT STANDINGS (After 2 of 12 rounds): 1. Team Suzuki Endurance (223.30); 2. Team Pearls Suzuki (175.50); 3. Royale Racing (165.70); 4. HNS Racing (160.10); 5. RA Racing (149.10); 6. Virginia Breeze Racing (148.70); 7. Red Hot Racing (148.20); 8. Arclight Racing (142.10); 9. Indy Cycle 'N Ski (141.70); 10. Team 20/20 Racing (140.60).

United States Masters of Motocross 1993 Eastern Championship

Muddy Creek Raceway — Blountville, TN

AUGUST 29, 1993

$6,200 CASH PURSE

GRAND PRIZE AIRFARE FOR TWO IN CONTINENTAL U.S. (High Points Winner)

$20,000 CONTINGENCY AWARDS

Northeast Area Qualifiers
- May 9 – Walden Playboy MX, Wallkill, NY (203) 227-4645
- May 15 – Silver Springs MX, Rock Glen, NY (716) 786-5596
- June 6 – Honda Hills Motorsports, Linnville, OH (614) 323-3766

Northeast Regional Qualifier
- July 18 – Hurricane Hills Sports Ctr, Clifford, PA (717) 346-0469

Mid-east Area Qualifiers
- June 20 – Daniel Boone MX, London, KY (606) 877-1364
- June 27 – Hidden Acres MX, Kingsport, TN (615) 245-4919

Mid-east Regional Qualifier
- July 10 & 11 – Muddy Creek Raceway, Blountville, TN (615) 323-5497 (NOTE: Two day Regional Qualifier)

1993 EASTERN CHAMPIONSHIP
- August 29 – Muddy Creek Raceway

Southeast Area Qualifiers
- May 2 – Orlando Motocross Park, Orlando, FL (407) 568-2271
- May 16 – Hillbilly Hills MX, Roberta, GA (912) 788-0413
- June 13 – Wausau MX, Wausau, FL (904) 638-1012
- June 27 – Low Country MX, Hardeeville, SC (803) 757-4226

Southeast Regional Qualifier
- July 18 – Hillbilly Hills MX, Roberta, GA (912) 788-0413

FORMAT
- Riders must compete in at least one area qualifier and a regional qualifier to be eligible to participate in the Eastern Championship event at Muddy Creek on August 29. However, a rider may qualify to ride in the championship event, without riding a regional, if he or she accumulates 180 points (per class) in area qualifiers. Scoring system is based on 40 points per moto.
- The championship event is limited to riders who are twenty-five years of age, or older, except for women's classes.
- All participants must be an active member of ProSports USA. If you are not a member, you must join before you compete in the area qualifier.
- Selected, non-points, support classes will be run at all events.

QUALIFYING/ENTRY PROCESS
- Pre-entry registration is available for both area and regional qualifiers. The pre-entry fee is $20 and $25 respectively, and must be mailed two weeks prior to your qualifier.
- There is no limit to the number of qualifiers in which you can participate. In fact, ProSports USA will present a grand prize (Airfare for two, anywhere in the continental U.S.) to the rider who accumulates the most points during the 1993 Masters event, which includes area and regional qualifiers, and the championship.
- If you are not an active ProSports USA member, you may submit the $15 membership fee along with your pre-entry fee.
- Post entry at area and regional qualifiers is $25 and $30 respectively.
- Pre-entry for the Championship event is $35 for Intermediate, Amateur, and Novice classes, and $40 for Master and Expert.

AWARDS
- Event plaques will be awarded at all qualifiers, for all classes. One plaque for every three riders will be awarded (maximum 10), however, the top three finishers in each class will receive a plaque, regardless of the number of riders in the class.
- No cash awards or contingency prizes will be awarded at any of the area or regional qualifiers.
- At the Championship, the top ten finishers in the Masters and Expert classes will receive cash and contingency awards, and an event plaque. The top ten finishers in the Intermediate, Amateur, and Novice classes will receive ample contingency awards, and event plaque.

Check Area Qualfiers:
- ☐ Orlando Motocross
- ☐ Walden Playboy M/C
- ☐ Silver Springs
- ☐ Hillbilly Hills
- ☐ Honda Hills
- ☐ Wausau MX
- ☐ Daniel Boone MX
- ☐ Hidden Acres MX
- ☐ Low Country MX

PRE ENTRY Deadline for Pre-Entry is Two (2) Weeks prior to Area Qualifier.....NO EXCEPTIONS!!!!!!

Name_____
Address_____ City_____
State_____ Zip_____ Phone ( )_____
Birth Date_____ Riding Number..1st Choice_____ 2nd Choice_____
Brand of Bike _____ Size_____ ProSports USA Member ☐ Yes ☐ No

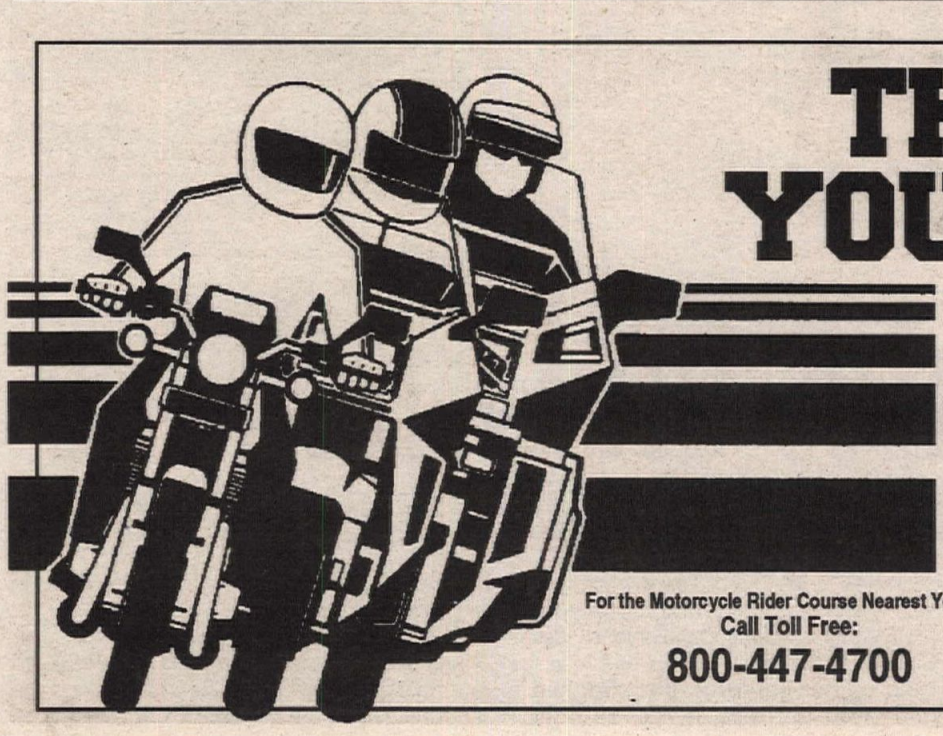
CLASSES
- ☐ +25 Master
- ☐ +25 Intermediate
- ☐ +25 Novice
- ☐ +30 Master
- ☐ +30 Intermediate
- ☐ +30 Novice
- ☐ +35 Master
- ☐ +35 Intermediate
- ☐ +35 Novice
- ☐ +40 Master
- ☐ +40 Intermediate
- ☐ +40 Novice
- ☐ +50 Master
- ☐ +50 Amateur
- ☐ Women Expert
- ☐ Women Amateur
- ☐ +25 Vintage Master
- ☐ +25 Vintage Amateur
- ☐ +35 Vintage Master
- ☐ +35 Vintage Amateur

ALL PARTICIPANTS MUST BE A MEMBER OF PROSPORTS USA MEMBERSHIP FEE IS $15

FEES
Please check all classes and qualifier you want to enter.
Pre-Entry $20
Post Entry $25
Membership $15
All pre-entry & membership fees must be mailed two weeks prior to Qualifier
Amount Enclosed $ _____
Make check payable to *ProSports USA*

For General Info Call...(407) 333-2356

Mail Pre-Entry to ProSports USA, P.O. Box 952079, Lake Mary, FL 32795-2079



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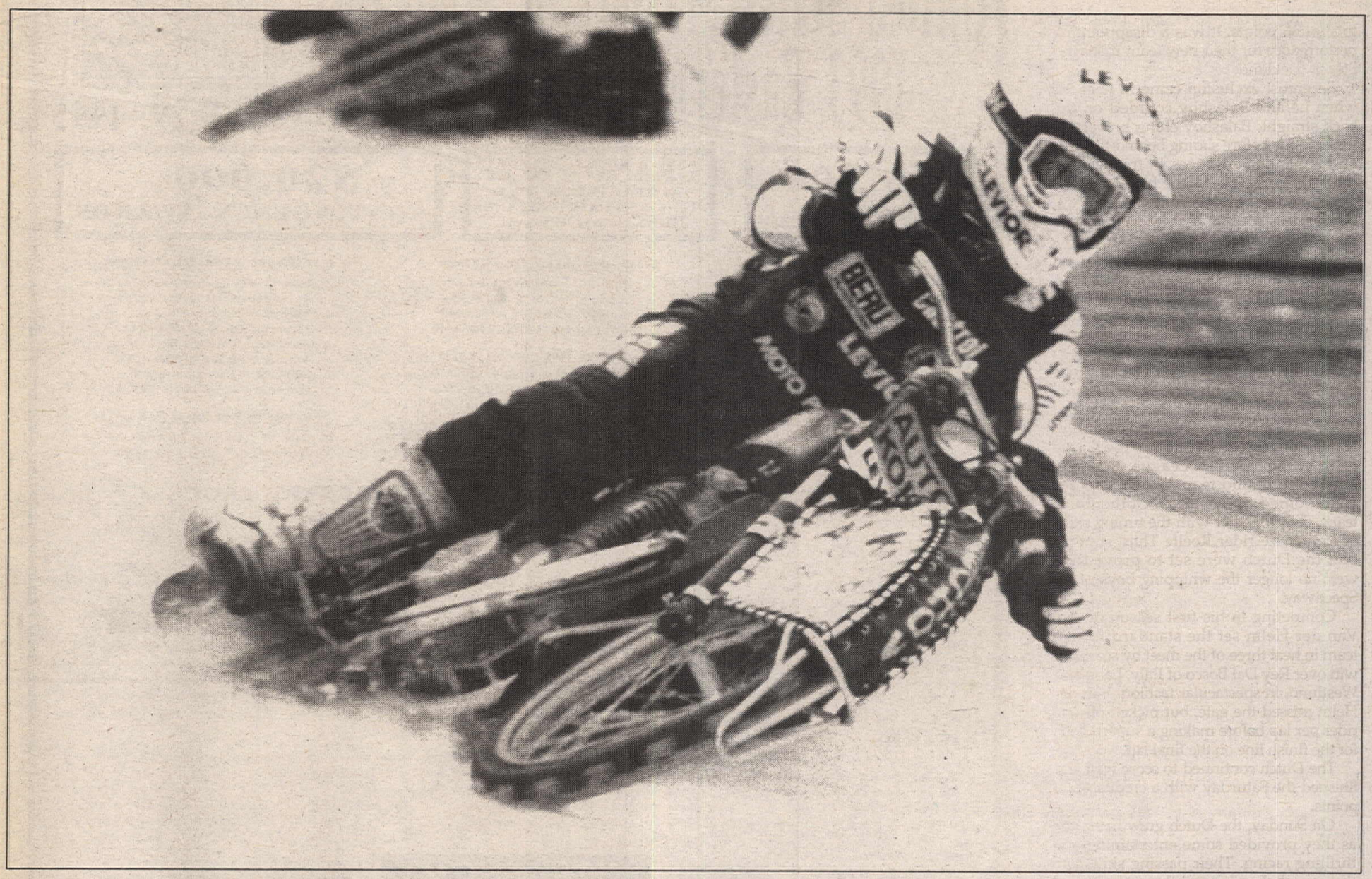


Alexander Balashov was the top-scoring competitor at Assen, scoring 35 points. Balashov and his Russian teammates, Valeri Ivanov and Vladimir Fadeev, scored a convincing team win.

Dutchman Anne van der Helm (left) led Balashov (right) and Italian Fabrizio Vesprini (behind) in one of the many heat races.

Russia rules on Dutch Ice

By Ian Charles

ASSEN, HOLLAND, MAR 6-7

The name may be different, but in the world of ice speedway the Russian bear still roars. Racing as Team Russia for the first time since the break-up of the Soviet Union, the trio of World Champion Vladimir Fadeev, Alexander Balashov and Valeri Ivanov came out clear winners of the World Ice Speedway Team Championship Final, held in Assen.

The Swedish team stayed close for most of the meeting, but finished a somewhat predictable second after a series of misfortunes on the second day of racing.

The surprise of the meet was the Netherlands team that was seeded to the final as hosts. For the first time ever, they finished in the bronze medal position to the delight of the 9000-strong Dutch crowd on hand.

For Russia's Fadeev, it was a meeting to forget. He only managed one heat win on Saturday night, and finished second in four races and was excluded in another.

Heat 12 saw Fadeev in third as the riders entered the third lap. Fadeev tried to cut under Robert Jan Munnicom of the Netherlands as they entered the first turn, but the two riders locked together and the Russian took the Dutchman into the straw bales. Because of his rough riding style, Fadeev was excluded from the restart.

On Sunday, Fadeev scored a win in his opening ride, and was narrowly beaten by Sweden's Ola Westlund in his second race. However, in heat 29, Fadeev was leading when he hit a rut in the ice and bounced off his bike along the ice and collided with the hay bales. Fadeev fractured his knee and sat out the rest of the meeting.

Balashov, cruelly robbed of individual glory at the Individual Finals, held earlier in the year at Saransk, when a rocker arm broke in his final ride, showed why he is the new star of ice racing by only dropping one point over the two days to Michael Lang of Germany.

Ivanov was also impressive with a series of second-place finishes on Saturday night. Ivanov continued to do well on Sunday, scoring two wins and a second before taking a further eight points from Fadeev's rides. Ivanov showed that he has all the skill and daring of his elder brothers, former World Champions Juri and Sergei Ivanov.

Sweden ran the Russians hard on Saturday night, finishing day one with 36 points to the Russians' 37. But a fall and an engine failure for Stefan Svensson and an exclusion for veteran Per-Olaf Serenius, coupled with indifferent form from Westlund on both days, gave them a

total of 66 points. It was a disappointing performance for their new team manager, Steven Backlund.

Serenius' exclusion came in heat 34, when he and Balashov collided on the back straight. Balashov clung bravely to his machine before sliding behind the bike on his hands and knees in front of the other three riders. As the bike bounced out of control on the center green, the other riders could only watch while the track staff scattered from its path. In the re-run, Balashov allowed Lang to lead the race, content with a second place after his fall.

Dutch team manager, Ab de Groot, had obviously thought long and hard before selecting his team. Knowing that as hosts they would be seeded, he ensured that Robert Jan Munnicom, Tjitte Bootsma and newcomer Anne van der Helm gained as much practice as possible. Munnicom already rode for the Gvale team in the Swedish League. Bootsma joined the Funbo team, while van der Helm joined the Charles/Gothenburg team. This, together with the tuning skills of former ice rider Roelfe Thijs, showed that the Dutch were set to prove they were no longer the whipping boys of Ice Speedway.

Competing in his first season on ice, Van der Helm set the standard for his team in heat three of the meet by scoring a win over Rey Dal Bosco of Italy, Lang and Westlund, in spectacular fashion. Van der Helm missed the gate, but picked off one rider per lap before making a superb dash for the finish line on the final lap.

The Dutch continued to score well and finished the Saturday with a creditable 23 points.

On Sunday, the Dutch grew in stature as they provided some entertaining and thrilling racing. Their passing skills had the crowd cheering wildly as they piled on the points. They may have provided only two heat winners all weekend, but they gained the respect of the fans.

De Groot was overjoyed, and was praised for his inclusion of van der Helm. The 1992 European Grass Track Champion showed that he is the next Dutch superstar of ice racing, and his performance inspired his teammates to greatness.

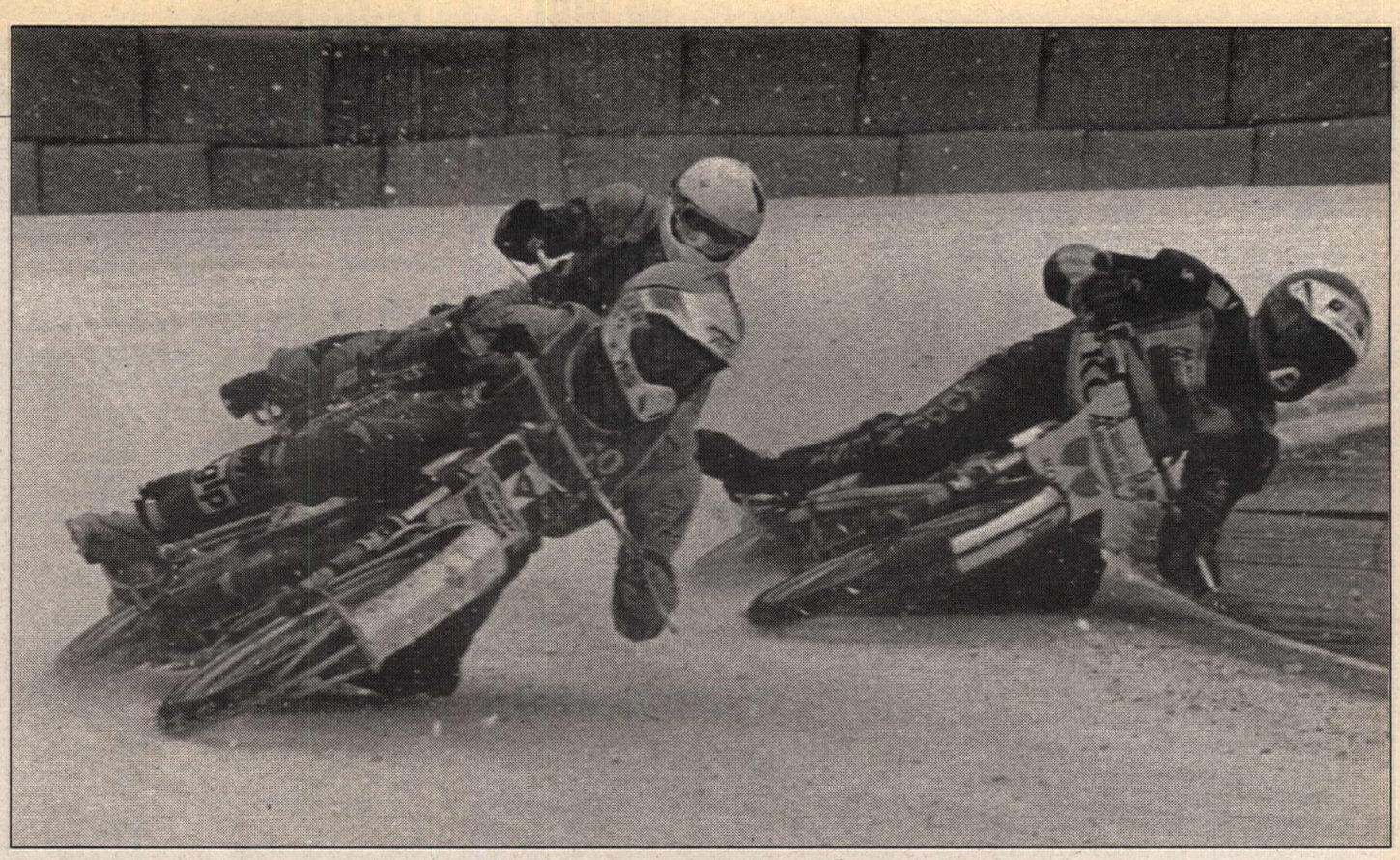
The German team, who finished fourth, relied heavily on Michael Lang, who scored 23 of his country's 29 points. The indifferent performances of Harold Baumann (1 point) and Helmut Weber (5 points) questioned their inclusion, especially when two of the country's better riders were in attendance as spectators. It was suggested that the sponsors of all three riders had a little too much influence.

The Italian team finished last with 18 points. However, had it not been for Lang, they would have humiliated the German team. All their points were gained at the expense of Baumann and Weber. But their final position should not be put down to lack of effort. They won over many fans with their brave attempts during racing. As one of the emerging ice racing nations, they should not be dismissed. Dal Bosco, Luca Ravagnani and Fabrizio Vesprini have taken five years to reach this standard. Many insiders predict that in another five years, the Italians will be regulars in the upper levels of the sport.

But the weekend belonged to the Russians and to Alexander Balashov. His outstanding performance made up for the misfortune of the individual final. Fadeev, though, faces a summer of uncertainty with his injury, and one hopes that his career is not halted by it. CN

Results

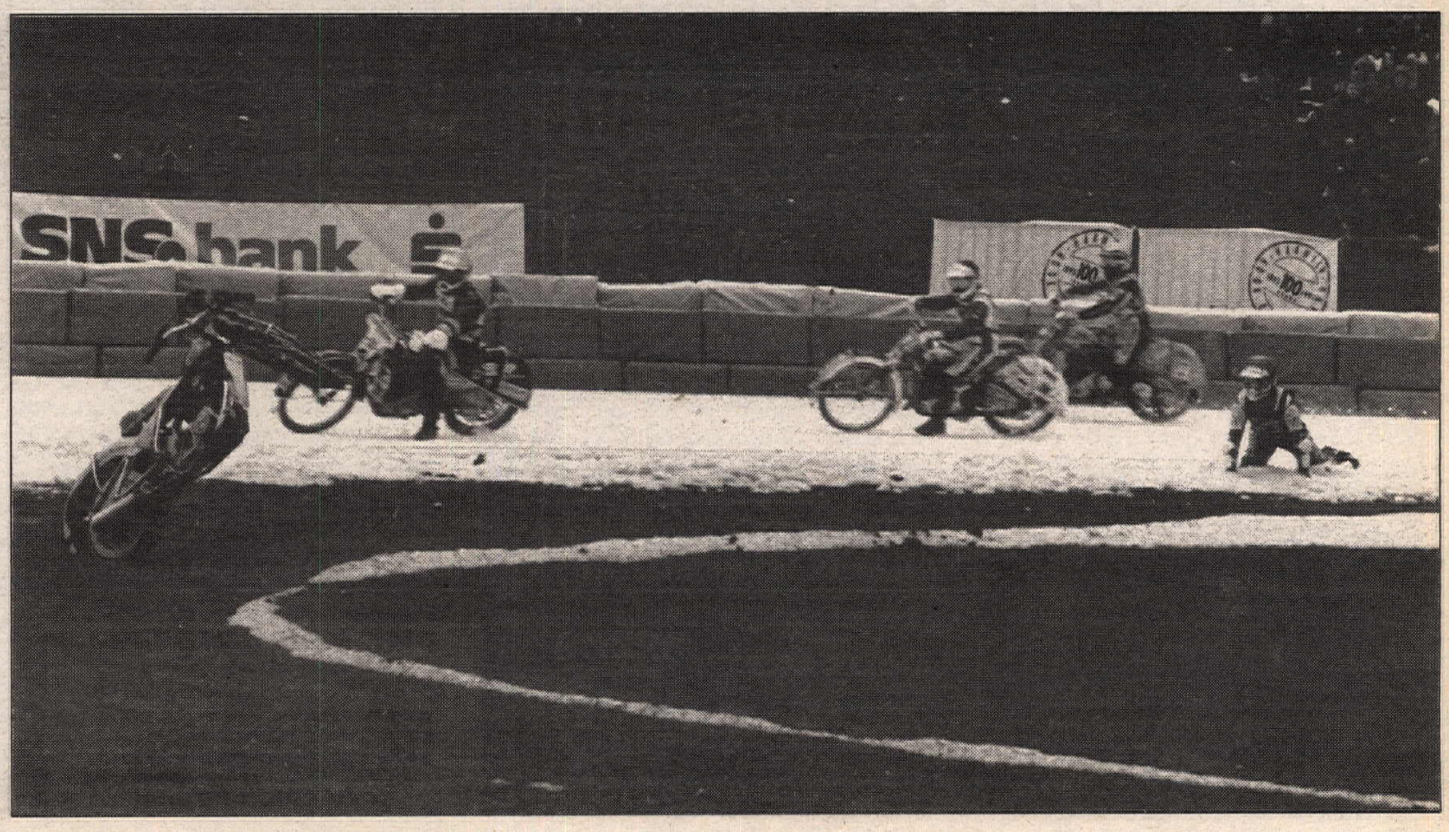
WORLD ICE SPEEDWAY TEAM CHAMPIONSHIP FINAL: 1. Russia 75 (Balashov 35, Ivanov 24, Fadeev 16); 2. Sweden 66 (Serenius 27, Svennson 24, Westlund 15); 3. Netherlands 49 (Bootsma 17, Munnicom 16, v.d. Helm 16); 4. Germany 29 (Lang 23, Weber 5, Baumann 1); 5. Italy 18 (Ravagnani 8, Dal Bosco 8, Vesprini 2).



Tjitte Bootsma (right) cut under Italy's Luca Ravagnani for a heat race win. Bootsma was the highest scoring Dutch rider.

Alexander Balashov fended off the charges of Sweden's Ola Westlund to score one of his many heat race wins.

All was not perfect for Balashov, as he was rear ended at the start of a heat race and lost control of his motorcycle.



COLUMN Time Forgotten

A nice kid

By Joe Scalzo

It was the buzz word sweeping the Camel Pro Series.

Exactly like screaming "Fire!" in a packed hall, or discussing bombs or weapons while aboard an airliner, nothing in the charged atmosphere of the middle seventies was guaranteed to provoke pandemonium and panic like the term "claim," such as, "You hear what Gary Scott did? He just claimed Kenny Roberts' Yamaha!"

The claiming rule, an anachronism which had harmlessly stood on the books of the American Motorcyclist Association for generations, at that time allowed any of the top three finishing machines from a championship race to be purchased for $3500. Its intent was obvious: by discouraging anybody from investing an impossible amount of money in a motorcycle that could be "claimed" for substantially less, the high cost of professional racing was, seemingly, checked. This was a statute that nobody - and especially the factory teams from Harley-Davidson and Yamaha much liked, but all supported. As long as nobody ever invoke it.

In 1975, certain desperate individuals began invoking it.

A no-account rookie named Jim Wright brutally claimed Ted Boody's works Harley-Davidson at Ascot Park, and Corky Keener's own XR model narrowly missed an identical fate at Louisville. For 1976, the rule was watered down and a successful claimant got only the engine and gearbox. But it didn't help. That May, Gary Scott seized those components from Rex Beauchamp's San Jose winner, and three months after that, on the Saturday night of the August doubleheader on the fairgrounds at Indianapolis, the rare engine of Kenny Roberts' OY31 model Yamaha was lost to a certain Sam Ingram, himself an angry privateer inspired by the angriest privateer of them all, Gary Scott.

Scott soon struck again. The explosion he'd set off at San Jose had been clearly heard by both Harley-Davidson and Yamaha, and Yamaha manager Pete Schick and mechanic Kel Carruthers were very much scared of what Scott might do; in October they clumsily irritated him and found out. This time Scott came away with the motor and gearbox of Kenny Roberts' road race winner from Riverside.

To the growing alarm of Harley-Davidson and Yamaha, Scott started threatening to show up at Nationals with fistfuls of cashier checks for $3500. Going right on fraying the factory nerves, in 1977 and 1978 he gleefully claimed still more Harley-Davidsons, as well as instructing his loyal friend Terry Dorsch and one Larry Zumbrum on how it was done. (Dorsch was subsequently thwarted in his attempt, but poor Ted Boody lost his second fast Milwaukee motor when Zumbrum succeeded.) The fever spread to motocross, and audacious Mickey Boone nearly laid hands on an exotic Yamaha water-pumper.

Scott, who was equally renowned for administering verbal and physical beatings, was infrequently labeled a hero, and far more frequently as no better than a cattle rustler. At last embarrassed by the hypocrisy of pretending to support the rule, while at the same time struggling fiercely to keep every motor and gearbox that Scott and his imitators were claiming, Harley and other manufacturers sought relief from the sanctioning body.

Eventually, by plugging enough loopholes and radically raising prices, the AMA effectively consigned the claiming rule to oblivion.

The whole epoch of the controversial rule, looked back at now, resulted in nobody truly benefitting from whatever it was they claimed. The only notable thing the forgotten Jim Wright accomplished with Ted Boody's former firepower was to run over a prostrate Skip Aksland at Ascot. Sam Ingram didn't advance his career with Roberts' Indianapolis engine, nor did Larry Zumbrum with Boody's second XR.

Gary Scott made the strangest case of all. As he once jokingly reminisced, the engine that he took away from Beauchamp at San Jose never was red hot; and the big Yamaha that Roberts reluctantly gave up at Riverside, never made him, Scott, a pavement ace. Finally there was the allegedly potent Harley-Davidson that Scott grabbed from the factory at Louisville in 1977. It happened during the same searing evening when Scott unsuccessfully protested Jay Spingsteen for alleged substance abuse. But this engine, as a matter of record, Scott found un-ridable.

The warring Gary Scott of 1976 had small arms and tiny feet, bony shoulders, a nervous stomach, a limp handshake, and a sinus condition. He stood about five-six, weighed no more than 130 pounds. Physically, in other words, he didn't measure up to his hard reputation. He also had long sideburns framing a pale, narrow face and, most misleading, of all, the engaging smile of a charming little boy. "Gary, you're a nice kid!" Dick O'Brien had assured him, mistakenly. Soon enough the nice kid and the Harley-Davidson autocrat grew into mortal enemies.

Scott, yet another graduate of notorious Ascot, always knew the caliber of motorcycle racer he was. Before capturing the Number 1 plate in 1975, he had been runner-up in the AMA standings for three consecutive seasons, a record for losing that Scott had found tormenting. Making it all the more bitter was that, as a career competitor (mini-bikes, go-karts, flat track) for nearly 20 of his 24 years, he had been pushed to win by a loving but fanatical father - just recently deceased - whose reaction when Gary lost was to bring a slugfest to other racing fathers. In one bizarre instance, Scott the elder actually slugged it out with a track flagman, ultimately, all this belligerence led to his developing high-blood pressure, experiencing several near-heart attacks, and at last being denied the excitement of getting to watch Gary race at all.

From this - or so Gary claimed - he learned very young that racing and hostility don't mix and how silly it is to fight at all. Then he spent 1976 doing little else.

Scott in 1975 had experienced the gamut. He had gone from new boy on the Harley-Davidson team, to Grand National Champion, and then quit in a quarrel about salary.

Kissing off his factory ride meant Scott in 1976 was back spending his own money as an independent. And by delaying his departure until December, the season was opening too fast for him to organize sponsors and helpers and even motorcycles. The arsenal of his slim stable amounted to a pair of year-old model XRs which Harley-Davidson, who was still in a tiff with him, would try but not succeed in taking back; a Yamaha TZ750 road racer belonging to George E. Murray; and one very delapidated Triumph, a seven-year-old antique, which would spiritedly win a National race.

Nobody but Scott believed that Scott had a hope of emulating Dick Mann as the tournament's second-ever independent Number 1, but Scott plunged into combat with frightening enthusiasm as the underdog, the outsider.

He went down to defeat 11 times. His first victory at Louisville was potent, as was his second one in the Ascot TT. But neither win was representative of Scott's year, which was marked by recurring accidents. He went from crisis to crisis.

At Daytona he crashed and shattered his right wrist and little finger, which healed quickly. But at Oklahoma City he almost re-broke them. And at Indianapolis and Albuquerque Scott was also sent spilling - both times while attacking factory Harley-Davidsons.

All this mayhem put Scott on his mettle. Following every crash-landing he picked himself up and continued racing and accumulating points. He was of the paranoid opinion that Harley-Davidson as well as Yamaha were committed to stopping him, because their own factory squads would be discredited if an unsponsored independent like himself became champion.

This was torrid racing, marked by a dozen different riders winning the opening dozen Nationals. Seven meets got so over-heated that each was won by less than the length of a Yamaha or Harley-Davidson; yet another was so ridiculously close that it required an official inquiry to name the winner. Finally, in the heat of summer, the tide of battle swept away everyone but Scott, Roberts, and sophomore Jay Springsteen.

Breaking free of the pack, they went on a three-sided spree and exchanged the point lead seven times between them, with Scott and Springsteen momentarily, tantalizing, deadlocked. No championship in 23 tournaments had been this tight.

Additional fireworks had been ignited at San Jose. First Scott told off Dick O'Brien, then he offered to exchange unpleasantries with his erstwhile teammates Corky Keener and Greg Sassaman - both of them at once, if they desired - and, for a grand finale, he outrageously claimed the race-winning Harley-Davidson belonging to a third former teammate, Rex Beauchamp. Showing no mercy, Scott erupted, "I was running low of parts, Harley-Davidson wouldn't sell me any, and if I run low again, I may claim me one or two more Harleys. I'm not playing around!"

Indeed. Sure enough, moments after the finish of the next National, Louisville, he was clutching yet another $3500 check in his fist, before hesitating to use it. This time, there was no sense of rubbing it in. After all, he'd just pinned a glorious defeat on Springsteen in the upset of the season.

Racing roared on. At Oklahoma City, where he crashed violently on the half-mile dirt, Scott showed himself to be a racer of exceptional courage. He struck a puddle of oil that washed out his back tire and he was hurled completely off the motorcycle. He was thought badly injured. But he re-emerged, dusted himself off, and officially protested the entire race; agreeing with him, the AMA credited Scott with sixth place and seven championship points instead of seventh place and six points.

At Albuquerque, he hollered fresh defiance at O'Brien; also heaped abuse upon his own 1975 tuner Bill Werner; and instead of joining the chorus of praise for young Springsteen, Werner's 1976 rider, who ultimately proved himself to be heir to Scott's Number 1, he scornfully belittled the teenager as a lucky rider who someday soon would experience bad luck to go with all his good.

Syracuse produced the best firefight yet. A fantastic leaders brawl between Springsteen, Beauchamp, Roberts, Scott, Steve Morehead and Billy Eves concluded with Springsteen and Beauchamp co-winners in an apparent dead heat. Then Beauchamp, who always seemed in the lead in big races yet rarely won, was announced as victor. Then Springsteen was. Scott was outraged in either case. Just when his, Scott's, arrival had flushed Springsteen and Beauchamp out of traffic and he seemed ready to overtake both of them, he'd been bumped by Roberts and sent spiraling back to sixth. Or so Scott alleged.

And the bumping continued. At San Jose's National just prior to Riverside, during a war every bit as gripping as Syracuse, but this time featuring Springsteen - who ultimately won again - Beauchamp, Boody, Steve Eklund, Gene Romero and Roberts, one of the fighting six smashed his front tire into Scott's rear tire and almost unseated Scott at 130 mph.

Things were turning nasty. Scott next hammered eight stitches into the face of his old mechanic Bill Werner.

Accounts of the one-sided fight, which took place in the rest room of a saloon in San Jose, were garbled. One story had it that Scott caught Werner by surprise. Another story had it that Hank Scott, Gary's brother, was a party of the combat. A third said that Werner had gotten in a couple of Sunday punches of his own.

Whatever, in the days between San Jose and Riverside, rumors swirled that Scott was about to reap a nasty comeuppance during the road race. Sure enough, he did.

It broke over Scott after he'd spent an especially active 76 miles laboring from last place to 11th - wearing out his motorcycle and himself - while passing 26 enemy bikes and still staying on the same lap as winner Roberts. Then it happened. To make sure that all his hard work netted Scott absolutely nothing, including $525 in prizes and four championship points, the Yamaha factory team tried having him disqualified on a technicality (later disallowed).

Scott retaliated by coming at Yamaha with the best and only weapon at his disposal, the one he'd really mastered - the claiming rule. To be legitimate, a claim needed to be submitted to a referee no later than half an hour after a race's end. Scott delayed submitting his until exactly 29 minutes and 30 seconds had elapsed. That way, in the bare 30 seconds left to it, Yamaha had no chance to mount a counter-claim.

Yamaha pushed Roberts' race winner to a vacant garage. Then the team was ordered to disassemble the bike in the smog and October heat and turn its engine over to Scott.

Astonishing things happened in that small super-heated, tin-roofed garage.

Scott stood to one side, taking pulls from a can of beer. While all the time glaring at Yamaha manager Schick and head mechanic Carruthers. Meanwhile, working to unbolt the engine were two more Yamaha mechanics, perspiration dripping down their faces.

Lobbing back and forth across the garage were bolts of hostility, as well as invectives. Addressing Scott as if he were naturally dim-witted, Carruthers, during one notable exchange, said, resignedly, "Gary, you didn't have to *claim* this engine. If you need one, I'd have gotten

Yamaha to *sell* you one." And Scott riposted, "Bullshit, too." And: "Hey, I don't even need your engine. I'm just doing this to prove a point."

There was no crowd control. The garage was overflowing with people, many of them drinking, all of them boisterous. Feeling somebody tapping him on the shoulder, Scott rebounded on whatever new foe might be approaching and discovered his own brother Hank, who was smiling his approval.

Danger again flared. Carruthers abruptly lost his composure and called Scott a foul name, and Scott attempted to sock him on the jaw. Missing, he lost his balance and tumbled into the arms of some AMA officials who held him fast. Still struggling, Scott issued frantic demands at Team Yamaha to hurry up, that he wanted his engine now.

The sweating mechanics at last brought it free. And then, without a word, Team Yamaha walked out of the garage in disgust.

So Scott had won yet again. Only, had he? Kenny Roberts informed anybody who'd listen that Scott had purchased a pig in a poke, that the engine had bled oil throughout the whole race. But Scott maintained that it must be a valuable engine. Why else had Yamaha fought so hard to keep it?

"I'm afraid for Gary Scott," Randy Cleek was overheard remarking, possibly expressing the opinion of the majority. "This time he's not just burning his bridges behind him, he's dynamiting them." Cleek, like many motorcycle racers, had a flair for melodrama. "Somebody's gonna kill him next," he predicted.

Cleek was himself dead just six months afterward, victim of a highway collision in Italy. But Gary Scott, indestructible, sped on.

His status at the start of 1977 was that of an outcast down to his last protective handful of tuners, sponsors, and supporters, including brother Hank and Terry Dorsch. And by early summer he had contrived one of his characteristic transformations. He had gone from outcast to hero after winning three Nationals, and then had fired his tuners, quit his sponsors, and punched-out Hank. Scott's very last aides appeared to be Dorsch and his own wife Donna, who was frequently seen helping Gary push-start his Yamaha road racer.

By 1980, his health shattered by flu-related pestilence, Scott was an owl-eyed hypoglycemic whose chlorophyll leathers gave him the cast of a sickly green phantom. Pitching steadily backwards in the yearly Camel tournament, he appeared ready to disappear into history. But after remonstrating with Hank, he instead roused himself to a final burst of near-greatness in support of Hank's bold bid for a season championship, which failed by a single point.

Scott abandoned competition in 1985. He raced through storms, but today finds life as a middle-aged resident of rural Tennessee tolerable enough. Professional motorcycle warfare was an unusual occupation and so is Scott's latest one: working as an underwater diver, he is active in the construction of wharfs and docks. This work can be amusing for Scott. Not long ago, a toothless octogenarian living on a houseboat commissioned him to walk across the floor of Lake Norris and pick up the set of dentures the old man had accidently dropped there.

Scott glances backward at turbulent 1976 not with regret or apology, but curiosity. He sometimes wonders, in retrospect, how many more Nationals he'd have won, and even if he might have earned back those Number 1 plates, if he hadn't dispersed so much important energy fighting, clashing and protesting.

And, of course, claiming. CN

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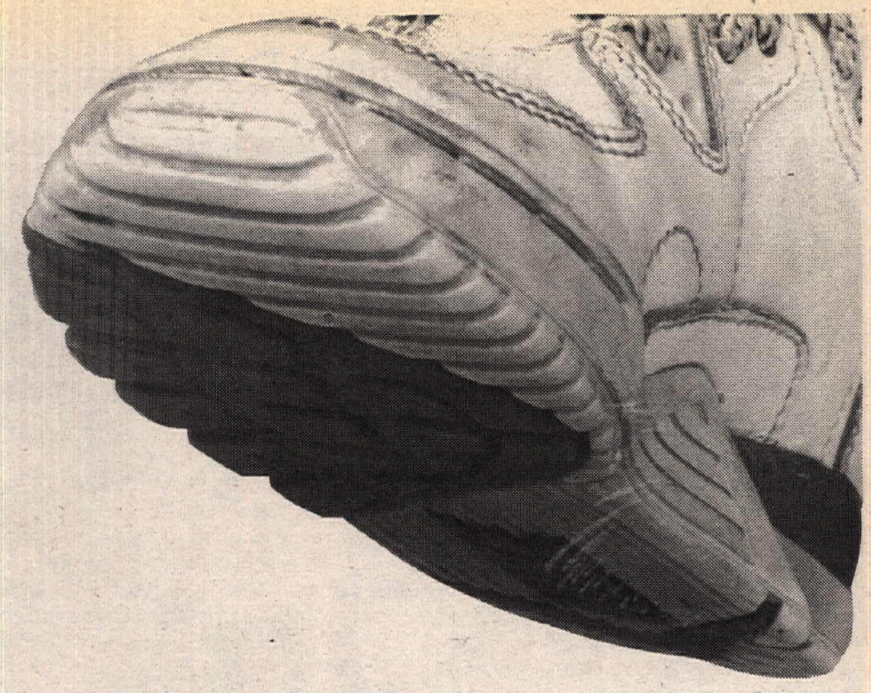

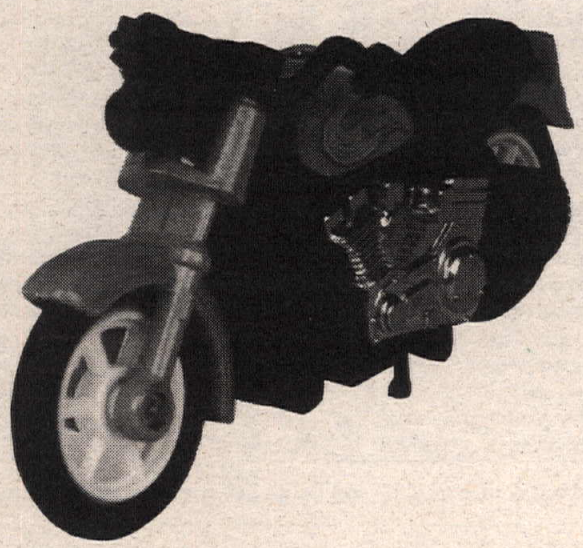

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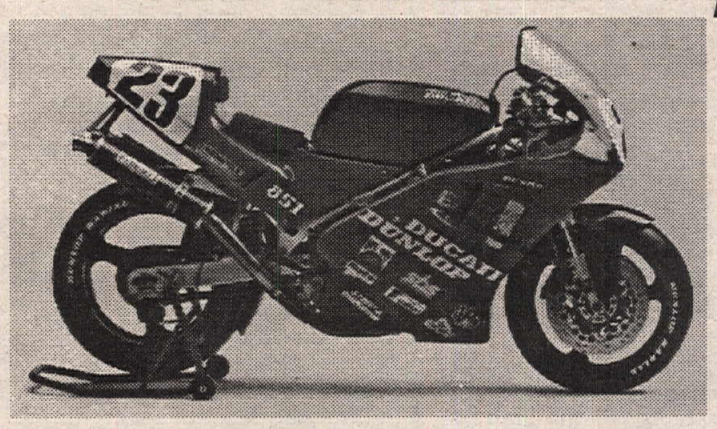

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OFF-ROAD AMA National C'ship Hare Scrambles/Grand National Cross Country Series: Rounds 3/2

Scott Plessinger (1N), Fred Andrews (207) and Leigh Letellier (8) diced through the woods early in the race. Plessinger was second overall.

Hrehor tops in Tennessee

By Davey Coombs

HURRICANE MILLS, TN, MAR. 28

"I came, I saw, I smoke them," joked Czech Jan Hrehor after he emerged from a talented field of more than 400 compeitors to win the prestigious Loretta Lynn's National, an event that awarded points for two of the most important off-road series in the country. Defending Hare Scrambles Champion Scott Plessinger and Rodney Smith collected second and third overall, respectively, and last year's GNCC titlist Scott Summers was fourth.

"The bike worked great and I feel great," said Yamaha/Lancaster Sport Cycles/Pro Circuit/Scott/MSR/Bieffe/Boyesen/Metzeler/Pro Taper/Sprocket Specialists/Tsubaki/Bel-Ray/W.E.R.-sponsored Hrehor. "I feel like I should have won on my Yamaha before now, but it just would not happen. So today I tried very hard because I like this track so much. It's like my country (Czechoslavakia), with so many rocks and mud and hills. It means a lot to win this race for me and my sponsors."

The 28-year-old Hrehor seized the day when the luck of several top competitors - KTM's Plessinger, Honda-mounted Summers and Team Suzuki's Smith included - seemed to desert them. Plessinger's hopes were dashed when a faulty quick-fill fuel can splashed his lap with gasoline during a late pit stop.

"I can't believe it. I should have won this race," said Plessinger. "It should have been mine. The vent on the tank got stuck down and the can started dumping gas all over my lap. It was burning me up! I had to stop to get water dumped on me three times before it finally starting cooling down."

Summers was forced out of the lead battle when he bent his chain guard and derailed his chain a half-dozen times. Smith, who currently leads the National Hare Scrambles points race and is tied with Summers for the lead in the GNCC Series, smashed the pipe on his RMX and lost too much motor to challenge for overall honors. However, both Smith and Summers were the beneficiaries of someone else's bad luck late in the race, as Suzuki's Randy Hawkins ran out of gas on the last lap and allowed both riders by.

For Plessinger and the rest of the cross country regulars, this year's event marked the 11th annual visit to Loretta Lynn's Dude Ranch, and the trail was typically tough. With an abundance of rain and snow during recent weeks, the ground was quite damp, meaning that the course would become rough and rutted. Braking bumps formed along the entire length of the course, which measured nearly 10 miles per lap. The design included plenty of woods and rocks, all of which were covered with wet leaves in the early going. Ironically, the biggest obstacle for the leaders turned out to be the over-abundance of lapped riders that littered the trail.

"There were guys everywhere!" said Smith of the traffic. "From the second lap on, we were lapping people." Smith, a former professional motocrosser, had no advantages at the race - the famed Loretta Lynn's amateur motocross track was not incorporated into the cross country design. Said Smith, "I really liked the track. It wasn't real tough but it wasn't exactly easy, either. It was good racing out there."

The 25-rider AA class lined up for the start in front of more than a dozen rows of A- and B-class riders. When the green flag dropped it was Smith, Team Green's Doug Blackwell and Tennessee's own Robert Patterson who jumped ahead of the rest of the pack. But just 200 feet into the woods, Smith misjudged the arrows and made a right when he should have gone left.

"I don't know why I thought it went right, but by the time I figured it out I had lost five or six places," said Smith of his early faux pas, but he quickly reversed his fortunes by charging back up to second between Blackwell and GNCC round-one winner Fred Andrews. Smith finally passed Blackwell for the lead towards the end of the first lap, but then made a second, more costly mistake.

"I was leading a pack of about five or six guys into the second lap, but when I reached up to clear my goggles the front end swapped out of my hands and crashed straight into a tree," said Smith. "Summers almost ran me over. I ended up smashing the pipe and the bike just wouldn't run at all after that. It was the biggest dog out there."

"I had a bad place on the starting line but I started fast and was seventh in the woods," said Hrehor, who was just out of the top five after a lap. "I tried to follow the first five guys and I could see that nobody was pulling away. This was good because I am not good on the first lap. I get scared when we are all so close. But I get better after some laps because then I can start finding better lines, so I just waited."

After the field had two laps to sort itself out, Summers and Plessinger were at the top of the charts, followed closely by Andrews, Hrehor, Smith, Blackwell, Hawkins, Jeff Russell and Steve Hatch.

"I was just following Scott," said Plessinger of his early duel with Summers. "I felt really comfortable riding with him because we were setting such a good pace. We pulled away from everyone, but then something happened to his bike. I was on my own for awhile after that."

"My chain guide came loose from the swingarm and the chain kept derailing itself, especially at high speed in the whoop sections," said Summers, who has won the event three times. "I stopped in the pits and tightened two of the bolts, but the third one was too covered with mud to work on. I went back out but the thing loosened and starting knocking the chain off again. That pretty much blew my day right there."

"I had a pretty decent start but I just hung back and let whoever wanted around go by," said Hawkins, the defending National Enduro Champion. "I just wanted to ride until things settled down and I could start picking my way through the field. I had some good lines and soon I was really picking the pace up. A tight track like this shows that we enduro guys can race with the cross country and motocross riders on a real woods track. On a lot of tracks Rodney and those guys are faster than us, but when we get into tight woods, enduro riders can run with anyone."

Another enduro star, KTM's Russell, was having problems with the plastic radiator guards on his 250SX. "I felt like I was going to fly away!" said Russell of the flapping shrouds. "There was a lot of little saplings and brush in the early stages and the nuts pulled out of the shrouds. It was real annoying because they would come up and hit me on the wrists."

After correcting the situation, Russell, who was suffering with a lingering case of strep throat, held the pace, "until I hit the wall with two laps to go." He still managed sixth overall at the finish.

"I pushed really hard the first three laps, but I think I ended up just pushing myself right out of the race," said Suzuki's Hatch. "I had a mediocre start and I wasn't sure how fast the leaders were going, so I was just trying to catch them. I kind of wore myself out in the process." Hatch also had some problems with his drinking bottle and suffered from dehydration in the later laps. Regardless, he was able to hold on to seventh at the finish.

Just after the two-hour mark Plessinger made his ill-fated pit stop. As the KTM crew tried frantically to wash the gasoline from Plessinger's lower body, Hrehor entered the Yamaha pits.

Plessinger exited first, but after 200 feet in a ISDE special test-style section, he looped back around for another hosing off, giving Hrehor a chance to move within a few seconds. What happened next is anyone's guess.

"I didn't see Scott Plessinger when I passed him for the lead," said Hrehor. "Maybe he was down, maybe he was on the side of the track; I never saw him."

"I didn't see Jan go by because I was too busy looking for water," admitted

Rodney Smith, who finished third, currently leads the point standings in both series.

Jan Hrehor used smart riding and his competition's misfortune to score the overall win.

Plessinger. "I'm kind of embarrassed about it, but it was burning like hell. I'm not sure where he went by but I never did get him back in my sights. I could hear him going up the hills but I never got a look at him. Jan rode a good race once he passed me."

Further back, the field continued to thin out. Andrews, who was on the pace for the first two hours, bowed out of the race when he snapped his rear brake pedal off against a downed tree; Team Mirage's Tom Norton had bike problems on the third lap; Patterson and Shad Ricketts dropped out after five circuits; Blackwell scored a DNF after a high-speed crash; and Team Husqvarna's Duane Conner wrapped his shifter under his foot peg and was forced out. Californians Larry Roeseler and Ty Davis, second and third at the opening round of the GNCC series, were not having great rides either.

"I was pretty disappointed with the way I rode today," said Roeseler, Kawasaki's off-road hero. "I didn't get that good of a start, then every time I would try to pass somebody with a different line, someone else would get by me. I would zig when I should have zagged. There were so many good guys out there; maybe it was better to go single-file the first lap instead of trying to pass. The first lap was just a bad lap for me. Once I lost the lead pack there wasn't much chance of catching them." Roeseler eventually found his usual fast pace and climbed up to eighth at the finish.

"There sure are a lot of trees out there," said Team Green's Davis, a former 125cc Western Regional Supercross Champion. "I'm really not used to this kind of riding but Larry (Roeseler) has been helping me a lot. It's just going to take a little time." Davis managed a ninth-overall finish.

"I reeled Randy (Hawkins) in three times on the last lap, but each time I would crash or fall over or something," said Smith. "I was taking chances everywhere because my plan was to stay close to him until we got to the last motocross section and then get him there. But after I fell for the third time I just gave up trying to catch him... then he runs out of gas!"

"No excuses - I just ran out of gas," said Hawkins. "I'm sure that Rodney wasn't going to catch me. I was keeping an eye on him. If I would've had to pick it up a notch I could have done it." Hawkins got some fuel from another rider and was able to cross the checkered flag in fifth overall behind Hrehor, Plessinger, Smith and Summers.

"After I passed Plessinger I made no mistakes," said the visor-less Hrehor, who crossed the finish line 24 seconds ahead of his pursuer. "I did not want to let him get close. I heard him once at a punch check, but I tried even harder after that. He was not going to catch me on the last lap. I had 10 miles to go so I rode faster than any other time today. The game was over for him. I'm not sure what happened (to my visor). Maybe a tree or something."

Hrehor was lucky that the race was not longer; his right-side chain adjuster had backed all the way off on the final lap, but the race ended before he encountered any problems.

"I rode the best race today, just like last week at Cadiz," said a disgruntled Plessinger. "Everything was working right and I knew I could win, especially after I followed Scott (Summers) for three laps. I didn't know how far we were ahead of everyone else, but I know that if it wasn't for the gas tank thing I would be celebrating a win instead of second place."

"I'm riding really bad. I felt nervous out there and I can't explain why," said Smith. "I'm not settling down and it's making me ride sloppy. I need to get a good ride in to settle down a little. I'm getting tired of seconds and thirds. Each time I get one it seems to make it harder to win the next one."

"It's kind of like last week," said Summers of his second-straight Sunday with mechanical problems. "I was having a good day, feeling good, going fast...but you can't win when you're working on your bike all the time. I thought that I had a win today but those are the breaks. They'll start coming my way soon."

Suzuki Canada/R&M Motorsports/Dunlop-backed Blair Sharpless pushed his Suzuki RMX to a victory in the 39-rider 250cc A field. The 31-year-old Canadian also finished a respectable 14th overall.

Team Green/Sprocket Specialists/PJ1/Pro Circuit/Fox/Scott-backed Kevin Brandon diced with Pennsylvanians Daryl Conner, Robert Bennett and Robert Tominello throughout the three-hour run before claiming the 200cc A class victory.

Lojaks/WD-40/RK/Answer/Power Bar-backed Shawn Brell topped the Open A class on his WR500.

Jared Green held a lead of three and a half minutes on Joseph Lawson when the checkered flag fell on the Four-Stroke A class; California's Curt Wilcox was third.

Longtime off-road star Terry Cunningham climbed to 10th overall on his way to winning the 22-rider Vet A class, but the 34-year-old Team Green rider was later dropped from the A-class results when it was determined that he should have entered the AA division. Tim Shephard, who owns Lancaster Sport Cycles and is Hrehor's primary sponsor, was awarded the Vet A class win.

West Virginia's Joseph Hull directed his Lojaks' Yamaha to the Senior +40 win, and Emmett Cox, Jr. was fastest in the Super Senior +50 field. CN

Results

O/A: 1. Jan Hrehor (Yam); 2. Scott Plessinger (KTM); 3. Rodney Smith (Suz); 4. Scott Summers (KTM); 5. Randy Hawkins (Suz); 6. Jeff Russell (KTM); 7. Steve Hatch (Suz); 8. Larry Roeseler (Kaw); 9. Ty Davis (Kaw); 10. Terry Cunningham (Kaw); 11. Gary Roach (Hon); 12. Tim Shephard (Yam); 13. Tony Hendon (Suz); 14. Blair Sharpless (Suz); 15. Leigh Letellier (KTM); 16. Kevin Brandon (Kaw); 17. Chris Caplinger (ATK); 18. Kelly Getz (Hus); 19. Scott Martin (Kaw); 20. Chad Busenbark (Yam).

AA: 1. Hrehor; 2. Plessinger; 3. Rodney Smith; 4. Summers; 5. Hawkins.

OPEN A: 1. Shawn Brell (Yam); 2. John Vincent (Yam); 3. Jack Bailey (Hon); 4. Richard Bryan (KTM); 5. Daniel Reed (Hon).

250 A: 1. Sharpless; 2. Getz; 3. Busenbark; 4. Todd Morain (KTM); 5. Jeff Murgel (KTM).

200 A: 1. Brandon; 2. Daryl Conner (Kaw); 3. Robert Bennett (Kaw); 4. Robert Tominello (Kaw); 5. Curtis Bardonner (Yam).

4-STRK A: 1. Jared Green (Hon); 2. Joe Lawson (Hon); 3. Curt Wilcox (Hon); 4. Rodney Judson (Hon); 5. Bob Sloan (Hon).

VET A: 1. Shephard; 2. Daryl Kuenzer (Yam); 3. Richard Kresic (Yam); 4. David Fallas (Yam); 5. Ron Ribolzi (Hon).

SR A: 1. Joseph Hull (Yam); 2. Terry Mealer (Yam); 3. Albert Chuppa (Hon); 4. Joseph Lojak (Yam); 5. Howard Juckett (Kaw).

S/SR A: 1. Emmett Cox, Jr. (Yam); 2. Dave Coombs (Yam); 3. Willard Root (ATK).

OPEN B: 1. Neal Raggett (Hon); 2. Richard Lukaesko (Yam); 3. Allen Nelson (Yam); 4. Peter Peterson (Hon); 5. John Bradley (KTM).

250 B: 1. Jeffrey Hupp (Kaw); 2. Cody Maxwell (Kaw); 3. Brian Pepka (Kaw); 4. Darius Lattea (Yam); 5. Kenneth Lee Yount (Yam).

200 B: 1. Jeff Rummage (Kaw); 2. Paul Chaney (Kaw); 3. Joshua McLevy (Kaw); 4. Steve McCoy (Yam); 5. Darin Phillips (Suz).

4-STRK B: 1. Timothy Harmon (Hon); 2. Jeff Lappe (Hon); 3. Daryl Gaitan (Hus); 4. Mark Martin (Hon); 5. Charles Dailey (Hon).

VET B: 1. Mark Allman (Kaw); 2. Paul Michaels (ATK); 3. Randy Hansberger (KTM); 4. Jeff Lane (Suz); 5. Randy Hale (Suz).

SR B: 1. Dave Dehner (Kaw); 2. Larry Bollinger (Yam); 3. Steve McSwain, Sr. (Suz); 4. Robert Cox (KTM); 5. Tommy Todd (Hon).

S/SR B: 1. David Sanders (Kaw); 2. Donald Harless (Yam); 3. Ted Kilvington (ATK); 4. Baynard Starr (Yam).

125/200 C: 1. Daniel Falger (Hon); 2. Aaron Penton (Hus); 3. Gary Smith (KTM); 4. Guy Stump (Kaw); 5. Paul Wright (Yam).

250/OPEN C: 1. Jason Ross (Yam); 2. James Ross (Hon); 3. A. John McDonald (Yam); 4. Greg Gillian (Yam); 5. Mark Willis (Yam).

TRAIL: 1. Tim Peaghovar (Hon); 2. Mark Schmidt (Hon); 3. Mitchell Mowery (Yam); 4. Thomas Debes (Yam); 5. David Davis (Suz).

WMN: 1. Holly Tremaine (KTM); 2. Gayle Culpepper (Yam).

AMA NATIONAL HARE SCRAMBLES SERIES POINT STANDINGS (After 3 of 9 rounds): 1. Rodney Smith (71); 2. Scott Summers (1/2 win); 3. Scott Plessinger (55/1); 4. Jan Hrehor (48); 5. Shad Ricketts (29); 6. (TIE) Leigh Letellier/Robert Patterson (25); 8. Tony Hendon (23); 9. Kent Howerton (21); 10. Steve Leivan (20).

AMA WISECO/YAMAHA/DUNLOP GRAND NATIONAL CROSS COUNTRY SERIES POINT STANDINGS (After 2 of 12 rounds): 1. (TIE) Rodney Smith/Scott Summers (34); 3. Larry Roeseler (32); 4. Ty Davis (30); 5. Randy Hawkins (29); 6. Scott Plessinger (23); 7. (TIE) Fred Andrews (1 win)/Jan Hrehor (20); 9. Tim Shephard (17); 10. Jeff Russell (15).

MOTOCROSS World Championship 250cc MX Series: Round 2

Donny Schmit (1), the defending champion, recorded his 12th career MX Grand Prix win at the Spanish GP. The track actually crossed the famous Jerez road race course.

South African Greg Albertyn, the series points leader, was the runner-up via a 1-4-2 tally.

Schmit sizzles at Spanish GP

By Alex Hodgkinson

JEREZ DE LA FRONTERA, SPAIN, MAR. 28

Minnesota's Donny Schmit rode with typically ice-cool calculation in the blistering heat of southern Spain to register his 12th career MX Grand Prix win and move to within four points of South African Greg Albertyn in the still-young 15-round 250cc championship season.

On a track that was laid out on red soil trucked in from the country's interior to the same rocky peninsula where the famous road race venue is situated, the reigning 125 and 250cc World Champions - runner-up Albertyn and winner Schmit - were joined on the podium by Louisiana's Trampas Parker, after each of the trio registered one moto victory on the day.

The three riders have already established a clear advantage in the standings, as Belgian Stefan Everts, runner-up at the opening round two weeks earlier, lost vital points through mediocre starts and a last-moto mechanical DNF on his Bieffe Suzuki.

Everts' teammate Californian Bob Moore was also the victim of poor starts, but hard-fought rides through the pack earned him fifth overall and enough points that he moved to sixth in the standings behind Rob Herring; the Englishman was once again extremely fast, but his erratic style held him to 10th overall.

While Americans snared two of the top three positions, not all of the Yanks performed well. Johnson Kawasaki teamster Billy Liles continued to struggle out of the gate, and a sick Bader Manneh went home from Spain pointless, but Tallon Vohland gritted his teeth through a shoulder injury incurred before the opening round to score an eighth-place finish in the first of three 30-minute plus two lap motos.

JHK Honda's Albertyn flashed straight to the front in race one, but Belgian Werner De Wit had a better line exiting the first real corner and temporarily took the lead, as the South African waited patiently for his chance to pounce.

It took Albertyn less than a lap to regain the lead and he immediately opened up a comfortable advantage, while Chesterfield Yamaha's Schmit led a train of riders who were waiting for their chance to pass Suzuki-mounted De Wit.

The race was 10 minutes old by the time Schmit moved into second and by then Albertyn was already nine seconds in front, and appeared to have a third-successive GP moto win in the bag.

But it was not to be so simple. At half distance Albertyn nearly lost it in the whoops, actually running alongside his bike for a time: "I just lost concentration, but not a lot of time, fortunately."

Albertyn still had a healthy lead and by the time the two-lap board was being prepared, Schmit had finally shaken off the attentions of Belgian Marnicq Bervoets. Suddenly, Schmit found himself almost in Albertyn's wheel tracks.

"I backed off just a little bit too much," admitted the South African. "Donny got close, but I was able to pick up my tempo again and I didn't feel in any danger."

Behind the leading trio, the several fast riders were picking their way forward at the expense of the fading De Wit, Vohland and Collin Dugmore.

Fighting a fever, Carpi Suzuki's Vohland rode a determined race. Starting sixth, the Californian moved up to fourth early on and held it for more than half the race before being forced to drop his pace a little.

The Suzuki duo of Everts and Moore advanced out of the pack with the most success, with Farioli KTM's Parker always close behind.

After a terrible start, Liles followed ex-500cc rival Kurt Nicoll to 10th place, and he and the Englishman had a hectic final lap.

"We had both passed De Wit," said Liles. "But on the last lap he got back by both of us on a couple uphills. That Suzuki is just so fast; he just wound it open."

De Wit nabbed ninth place and stayed ahead of Nicoll to the finish.

Kroon Kawasaki rider Edwin Evertsen had also nipped inside Liles approaching the final corner, but the Georgian reacted quickly and used his amateur dirt track experience to slide back around the Dutchman at the line for 11th.

Castrol Honda's Herring had gone out early: "I was right behind Schmit off the start, but then someone knocked me off from behind. I was quickly back from last to 16th, and then I fell in the whoops."

Manneh finished back in the pack on his Franciacorte Honda. "I picked up a virus," explained the Californian. "After a couple of laps out there in the heat, I was seeing stars."

Schmit got the jump on Albertyn at the start of moto two, but the 125cc World Champion went by after 12 minutes. "I knew I was faster, and I could've had Donny several times before that," said Albertyn. "I was just waiting for the right moment, but when I saw Parker coming up fast I decided it was time to go."

Within half a lap, however, Albertyn was back down to fourth: "I don't really know what happened. I got flung sideways off a jump. By the time I got back past (Italian Alessandro) Puzar I couldn't see the leaders anymore."

A few minutes later, Parker passed Schmit at the exact spot where Albertyn had gone to the front. Schmit slipped back to third behind a hard-charging Herring, but Parker remained cool out front.

Herring had moved rapidly up the leaderboard, but his charge came to an end in second place.

"It took a lot of effort to move forward and I just didn't have enough energy left in this heat to go for Trampas. I could have had him if he'd made a mistake, but he didn't."

Indeed it was Herring who made the mistake, just half a lap from the finish. "I got thrown sideways off a jump and landed in some soft sand," explained the Brit. "I was so angry with myself after picking myself up, that I nearly didn't notice Greg coming up behind me. Fortunately I just saw him in time."

Schmit took advantage of the mistake to steal second place, and finished there despite the fact that he had been passed by three rivals in the course of the race.

"I think I rode a smart race," said the defending champ. "They were riding faster than me, but maybe they were too fast, especially for this time of the season."

Moore and Everts again had to come out of the pack, the Belgian making a last-lap pass on Bervoets to finish sixth. Moore was fifth.

Castrol Honda's Nicoll crashed out hard while battling with Everts early on, sustaining ankle and wrist injuries, and Vohland got no further than the first corner, hobbling off after being extracted from the rear wheel of another rider's machine.

The third moto was a yawn to watch, as two incidents spread the field out. The first crash happened right away in the start chicane, but the only prominent victims were Evertsen and Vohland. The Dutchman quit midrace with a painful arm injury, while Vohland was carried off on a stretcher. Luckily, the American escaped with "only" a concussion.

A few turns later Michele Monti landed on Collin Dugmore over a jump, eliminating them both, and chaos reigned around them. Herring was close behind.

"I tried to turn tight to go underneath them," said Herring. "But Stefan Everts landed on top of me. I expect he was already in the air and could do nothing about it."

Herring persevered for a single point despite the crash and a bad start, while Everts worked his way back into the top 10 before his motor expired. Bervoets had also been held up in the crash, but soldiered on for 12th despite a nasty forearm injury.

At the front, Schmit took advantage of his holeshot and had an eight-second advantage by the time Albertyn got past De Wit for second. In the stifling heat, Albertyn accepted the runner-up spot. Parker forced his way up the leaderboard into an equally lonely third place ahead of Michele Fanton and Nicoll, the latter riding with a painful ankle from moto two. CN

Results

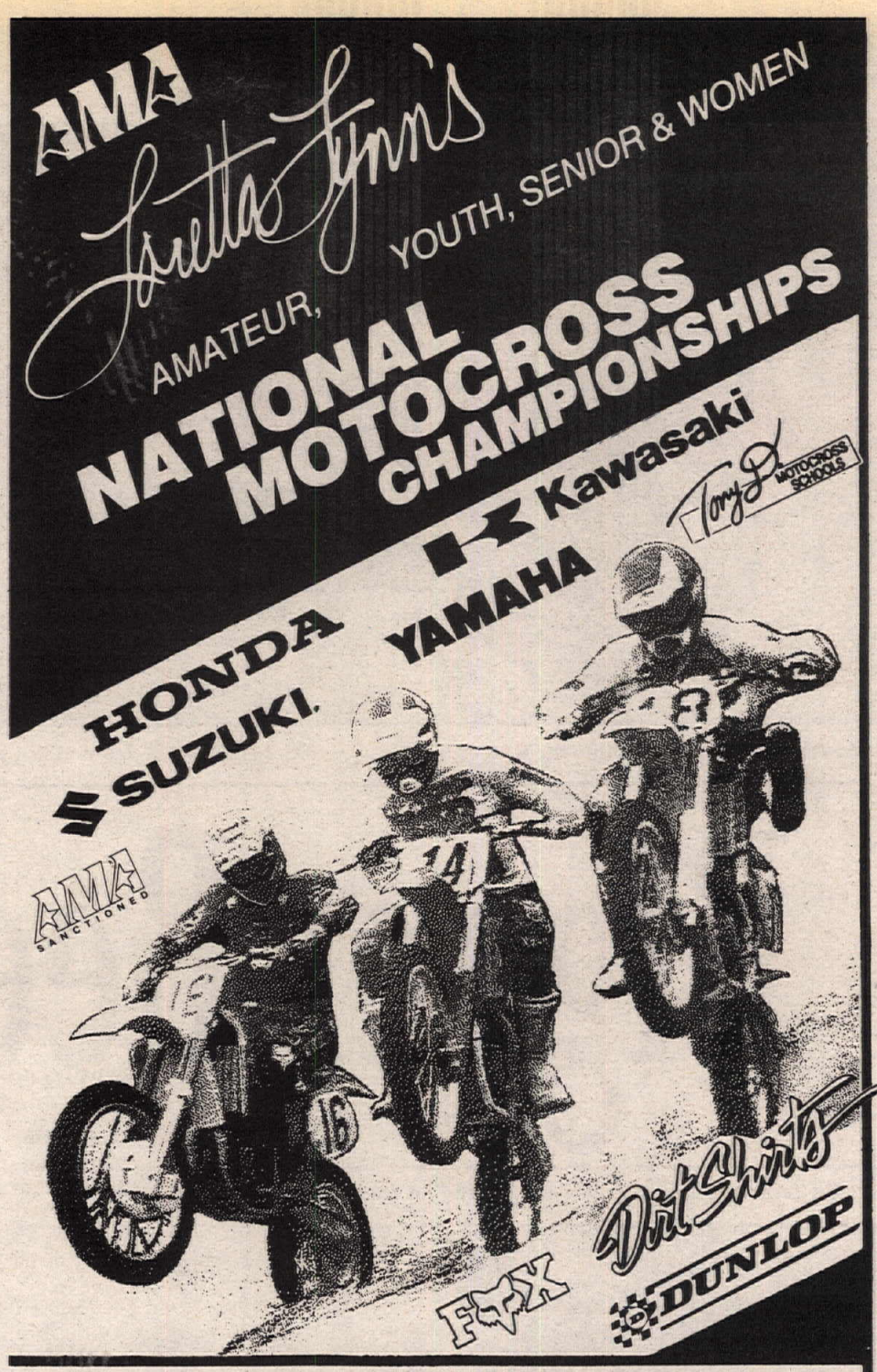
MOTO 1: 1. Greg Albertyn (Hon); 2. Donny Schmit (Yam); 3. Marnicq Bervoets (Kaw); 4. Stefan Everts (Suz); 5. Bob Moore (Suz); 6. Trampas Parker (KTM); 7. Frederic Bolley (Yam); 8. Tallon Vohland (Suz); 9. Werner De Wit (Suz); 10. Kurt Nicoll (Hon); 11. Billy Liles (Kaw); 12. Edwin Evertsen (Kaw); 13. Peter Johansson (Yam); 14. Alessandro Puzar (Yam); 15. Collin Dugmore (Suz).

MOTO 2: 1. Parker; 2. Schmit; 3. Rob Herring (Hon); 4. Albertyn; 5. Moore; 6. Everts; 7. Bervoets; 8. Puzar; 9. Evertsen; 10. De Wit; 11. Gert Jan Van Doorn (Hon); 12. Johansson; 13. Liles; 14. Max Gazzarata (Hon); 15. Mark Eastwood (Suz).

MOTO 3: 1. Schmit; 2. Albertyn; 3. Parker; 4. Michele Fanton (Kaw); 5. Nicoll; 6. Johansson; 7. De Wit; 8. Van Doorn; 9. Liles; 10. Moore; 11. Yann Guedard (Kaw); 12. Bervoets; 13. Charrel Sweebe (Hon); 14. David Aviles (Kaw); 15. Herring.

O/A: 1. Schmit; 2. Albertyn; 3. Parker; 4. Bervoets; 5. Moore; 6. Everts; 7. De Wit; 8. Nicoll; 9. Johansson; 10. Herring; 11. Liles; 12. Fanton; 13. Van Doorn; 14. Evertsen; 15. Puzar; 16. Bolley; 17. Vohland; 18. Guedard; 19. Sweebe; 20. Aviles; 21. Gazzarata; 22. Eastwood; 23. Dugmore.

WORLD CHAMPIONSHIP 250 MX SERIES POINT STANDINGS (After 2 of 15 rounds): 1. Greg Albertyn (103/1win); 2. Donny Schmit (99/1 win); 3. Trampas Parker (83); 4. Stefan Everts (71); 5. Rob Herring (51); 6. Bob Moore (46); 7. (TIE) Michele Fanton/Peter Johansson (42); 9. Gerner De Wit (37); 10. Kurt Nicoll (32); 11. Marnicq Bervoets (30); 12. Edwin Evertsen (29); 13. (TIE) Gert Van Doorn/Billy Liles (22); 15. Alessandro Puzar (18).



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NATIONAL CHAMPIONSHIP TRACKS

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March 27/28	BUDDS CREEK MX PARK, Budds Creek, MD	(301)475-2000
April 10	TRAIL-WAYS, Hanover, PA	(717)359-4310
April 17/18	WHITE OAK MX PARK, Fredericksburg, VA	(703)281-0509
April 24/25	STEEL CITY, Delmont, PA	(304)594-1157
May 8/9	MX ASSOCIATES, Mexico, NY	(607)847-6520
May 15/16	STARVATION POINT, Elizabeth, WV	(412)929-5396
May 22/23	COBLESKILL MX PARK, Cobleskille, NY	(518)234-4024
NORTHEAST AMATEUR REGIONAL		
June 12/13	WALDEN PLAYBOYS, Newburgh, NY	(914)635-9455
NORTHEAST YOUTH REGIONAL		
June 26/27	PLEASURE VALLEY, Armaugh, PA	(814)539-4114

SOUTHEAST AREA QUALIFIERS

March 28	MX OF MARION COUNTY, Reddick, FL	(904)591-2050
April 10/11	DEVIL'S RIDGE, Sanford, NC	(919)776-2412
April 17/18	VICTORY SPORTS, Blountville, TN	(615)323-5497
April 24/25	ECHECONNEE MOTO-X CLUB, Macon, GA	(912)745-3946
May 15/16	DANIEL BOONE MX PARK, London, KY	(606)877-1364
June 5/6	TOP GUN MX, Iron Station, NC	(704)732-8200
SOUTHEAST YOUTH REGIONAL		
June 19/20	ECHECONNEE MOTO-X CLUB, Macon, GA	(912)745-3946
SOUTHEAST AMATEUR REGIONAL		
June 26/27	HAMMERIN' HANK RACING, Society Hill, SC	(803)378-4700

MIDEAST AREA QUALIFIERS

April 3/4	READS RACING, N. Webster, IN	(219)594-2649
April 17/18	AMERICAN MOTOSPORTS, McArthur, OH	(614)596-2057
May 1/2	C.O.C.R., Sugar Grove, OH	(614)983-3937
May 8/9	MORELAND'S MX, Stanton, MI	(517)235-4105
May 15/16	MIDWAY MX, Mitchell, IN	(812)849-2402
May 29/30	BAJA ACRES, Millington, MI	(313)726-9450
MIDEAST YOUTH REGIONAL		
June 19/20	RED BUD TNT, Buchanan, MI	(616)695-6405
MIDEAST AMATEUR REGIONAL		
June 19/20	KNOBBY HILLS MX, Hortonville, IN	(317)758-6200

NORTH CENTRAL AREA QUALIFIERS

April 3/4	LINCOLN TRAIL MOTOSPORTS, Casey, IL	(217)932-2041
April 17/18	WEST KY OUTDOOR MX, Lowes, KY	(502)642-2345
May 15/16	SLO-POKES M/C, Spring Grove, IL	(815)675-2776
NORTH CENTRAL YOUTH REGIONAL		
June 12/13	AZTALAN CYCLE CLUB, Lake Mills, WI	(414)478-2384
NORTH CENTRAL AMATEUR REGIONAL		
June 26/27	MOTOCROSS PARENTS, Columbia, MO	(314)474-2444

SOUTH CENTRAL AREA QUALIFIERS

April 18	SWAN MX PARK, Tyler, TX	(903)882-7791
May 2	WOLFCREEK MX, Rio Vista, TX	(817)373-2434
SOUTH CENTRAL AMATEUR/YOUTH REGIONAL		
June 26/27	WOLFCREEK MX, Rio Vista, TX	(817)373-2434

NORTHWEST AREA QUALIFIERS

April 17	WOODLAND, Woodland, WA	(503)667-5701
April 25	HUEHER MX PARK, Couer d'Alene, ID	(208)667-7905
May 16	CLARKS BRANCH, Roseburg, OR	(503)673-1671
NORTHWEST AMATEUR/YOUTH REGIONAL		
May 30	WASHOUGAL MX, Washougal, WA	(503)673-1671

SOUTHWEST AREA QUALIFIERS

May 22	STARWEST MX PARK, Moreno Valley, CA	(310)868-2728
SOUTHWEST AMATEUR/YOUTH REGIONAL		
June 19	STARWEST MX PARK, Moreno Valley, CA	(310)868-2728

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- • 1. 125 A STOCK
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- • 3. 125 B STOCK
- 4. 125 B MODIFIED
- • 5. 250/OPEN A STOCK
- 6. 250/OPEN A MODIFIED
- • 7. 250 B STOCK
- 8. 250 B MODIFIED
- 9. OPEN B/C
- 10. JR + 25
- 11. VET A +30
- 12. VET B +30
- 13. SENIOR + 40

YOUTH/AMATEUR C/WOMEN

- • 14. 51 STOCK AUTO (4-8 YRS)
- • 15. 65 STOCK (7-11 YRS)
- • 16 85 STOCK (7-11 YRS)
- • 17. 85 STOCK (12-13 YRS)
- 18. 85 MOD. (9-13 YRS)
- • 19. 85 STOCK (14-15 YRS)
- 20. 85 MOD. (14-15 YRS)
- • 21. 125 STOCK (12-15 YRS)*
- • 22. 125 MOD. (12-15 YRS)*
- • 23. 125 C STOCK
- 24. 125 C MODIFIED
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- 26. 250 C MODIFIED
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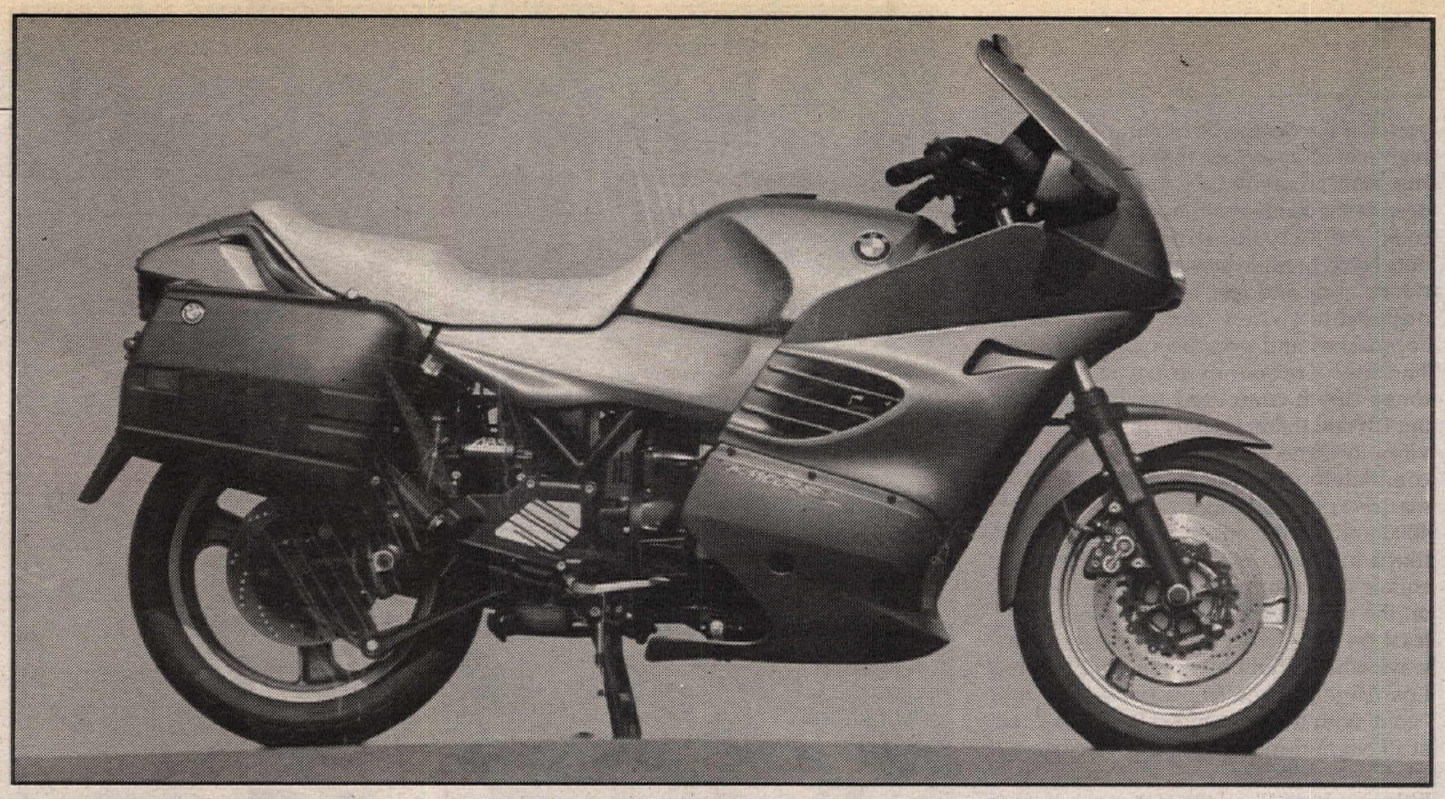
TEST BMW K1100RS

By Kit Palmer
Photos by Kinney Jones



The K100RS has matured into the K1100RS, via a new 1093cc engine that debuted last year in the K1100LT touring model.

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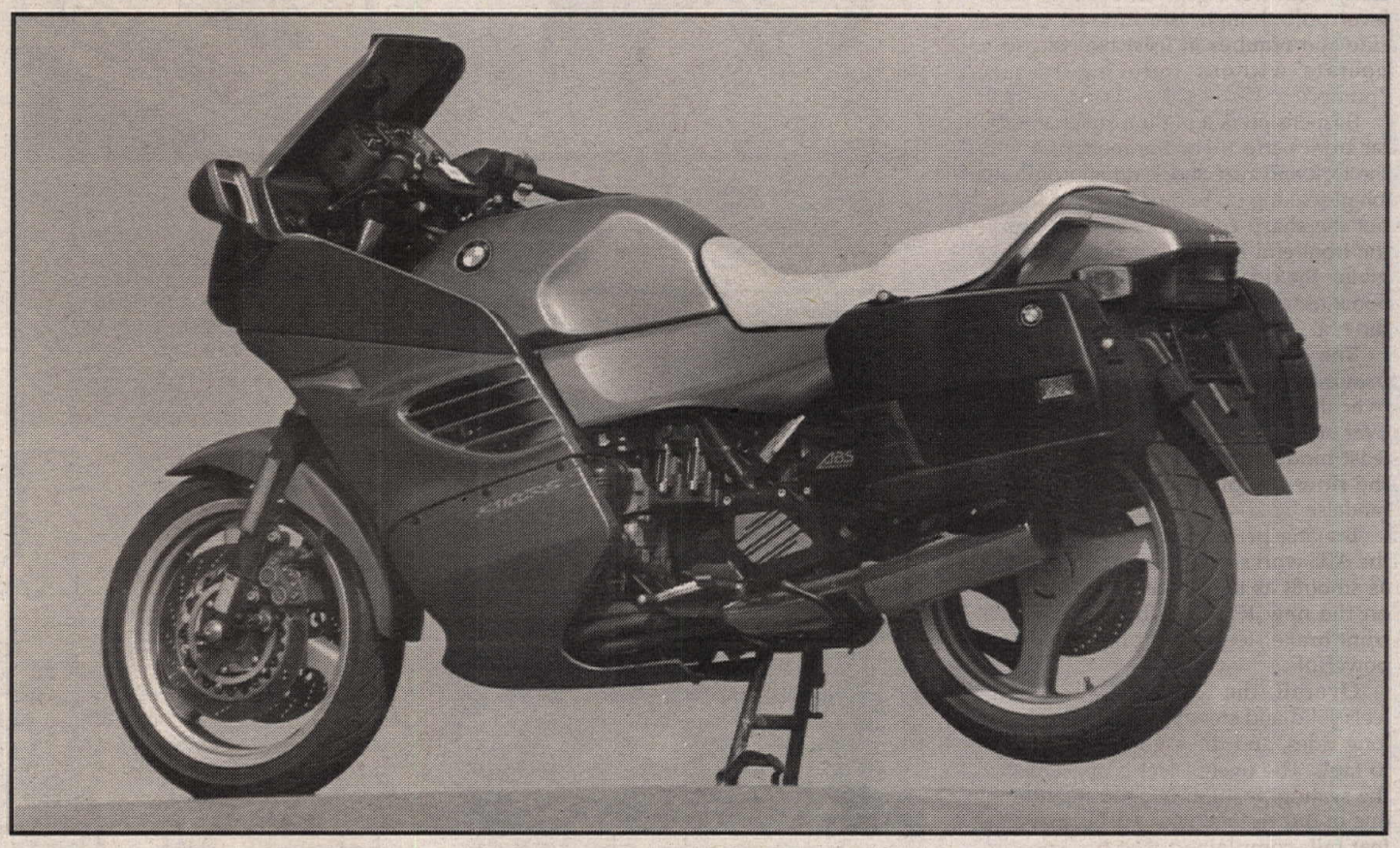
A new fairing with integrated lowers and an engine spoiler gives the K1100RS an all-new and sportier look.



The sport-touring market has matured into the most exciting and interesting in the motorcycle industry today. There are numerous high-tech, state-of-the-art (not to mention, pricey) sport-touring bikes to chose from. There's the all-new $12,999 Yamaha GTS1000 with its revolutionary Omega chassis, single-side swingarm front suspension and EFI (electronic fuel injection), and the $8999 FJ1200 with ABS. And then there's the $11,399 Honda ST1100 with ABS and TCS (Traction Control System); the $8799 Honda CBR1000 with LBS (Linked Braking System) and the $8799 Kawasaki ZX-11 "D." From across the "other" pond, there's the $9200 Ducati 907 I.E. with EFI and the recently introduced "new generation" BMW R1100RS Boxer twin for "just" $13,999. And to make a potential customer's decision even tougher, there's the new bigger and sportier looking BMW K1100RS, which sells for the same price as the Boxer.

The big news here is that the K1100RS features the same fuel-injected, water-cooled, 1093cc flat-mounted, in-line, four cylinder, 16-valve motor that made its debut last year in the K1100LT, the full-fledged touring bike that is comparable to Honda's Gold Wing and Interstate models. The new "K" engine is the largest ever offered by BMW - it's eight cubic centimeters bigger than the new Boxer twin engine.

BMW's main reason for developing a bigger motor was to increase torque, because sport-touring riders often carry a passenger and luggage. These riders typically use the engine in lower rpm ranges, as compared to sport riders who like the upper rev range. The bore was increased from 67mm to 70.5mm, while retaining the standard 70mm stroke. As a result, the K1100RS has significantly more horsepower and torque than the previous K100RS model. BMW claims that the new K1100RS develops 100 horsepower at 7750 rpm, with 77.3 lb-ft of torque at 5500 rpm; that's five more horsepower, and 5.0 lb-ft more torque at 750 rpm less than last year's K100RS. As a comparison, the very first K100RS model introduced in 1983, produced 82 horsepower at 8000 rpm, with 63.7 lb-ft of torque at 6000 rpm. BMW has come a long way in 10 years.

To help reduce engine vibration, an inherent problem with the "K" series four-cylinder design, the pistons are 25 grams lighter, and the connecting rods are lengthened by 6mm.

The K1100RS retains a three-way catalytic converter, which debuted as an option on the K100RS in 1991. Today, it's standard equipment on all the K model BMWs. The new 1093cc engine fitted nicely into the K100RS frame, which is unchanged except for two additional strengthening struts mounted to where the frame runs underneath the gas tank. A new grab bar has been added to the left side of the motorcycle, as well. Its main function is to make it easier to position the bike on the center-stand.

The suspension and chassis is relatively unchanged. The rear Paralever suspension still features a side-mounted single Showa-made shock (unlike the new R1100RS that now carries the Showa shock in the middle of the swingarm in front of the rear tire) with variable rebound damping adjustments. Up front is a Marzocchi 41.7mm telescopic fork with a refillable cartridge-type damper system. Wheel travel is 5.3 inches up front and 4.7 inches in the back.

An Anti-lock Braking System is standard equipment, but the ABS on the K1100RS isn't the upgraded and lighter ABS II version found on the new R1100RS. Up front are two four-piston calipers and dual 12.0 inch floating rotors, and in the back is one double-action two-piston caliper and a single 11.2 inch fixed rotor. The front brake lever is also now fully adjustable, a la Japanese street bikes.

Not only did the new K1100RS get a new motor, but it also got a major, and in our opinion, much-needed face-lift. The fairing is all-new and significantly more sporty looking. Lowers have been added this year and are integrated into the main fairing; also new is a spoiler that wraps around underneath the engine. The side panels have thicker insulation to prevent burned legs from heat coming off the engine.

As far as ergonomics, the only real change is a wider (grip to grip) handlebar. BMW claims this improves directional stability in cross winds and on bumpy roads.

The "cockpit" supplies the rider with plenty of information. It features huge and easy-to-read speedometer and tachometer, a trip meter, engine temperature gauge, fuel gauge, oil warning light, ABS warning light, and a digital read-out gear indicator and clock, which reads in military time.

The new K1100RS has a claimed wet weight of 617 pounds and a maximum carrying load of 1069 pounds. It's available in four different colors: Classic Black, Mystic Red, Silk Blue and Astral Blue. The Astral Blue is more like a light purple and is very similar to the Silk Blue, which, in our opinion, looks best.

Is bigger really better?

What was already a very good motorcycle is now a much improved motorcycle; it's amazing what five more horsepower will do. The new K1100RS is a deceivingly fast bike. Its powerband is so smooth and linear that you hardly notice that the speedometer is reading more that 80 mph in just a few seconds. Vibration is the only real clue that tells

you that the Beemer is moving along at a high rate of speed, or that it is accelerating at a surprisingly fast rate. Yes, despite the lighter pistons and longer con rods, the K1100RS still sends a rather noticeable tingling sensation through the rider's arms and feet, and it is especially noticeable when the tach needle approaches and goes beyond 5000 rpm. The high-frequency buzz is slightly toned down compared to the K100RS, but it's still there. Luckily, there's a small vibration-free window where the buzz completely disappears, and the whole machine rides as smooth as silk. Between 4000 and 4200 rpm, the K1100RS purrs like a kitten. Luckily, 4100 on the tach equals out to approximately 65-70 mph on the speedo, a good cruising range, at least on non-urban area interstate highways where 65 mph is permitted and on Los Angeles-area freeways where the "goin' with the flow speed limit" kicks in at all but mid-morning hours. We usually tried keeping the needle just above that little number "4" on the tach, even if that meant clicking down a gear to keep the engine revving in slightly slower traffic.

The buzz aside, the new motor works like a charm. It makes decent power off the bottom, then continues to pull strongly from midrange on up until it starts signing off just after 6000 rpm; redline begins at 8500 rpm. The motor is extremely docile, which makes the BMW perfect for everyday use - there are no surprises or hidden blasts of power anywhere, just a smooth, gradual surge of authority.

Complimenting the engine is a super-smooth transmission. Shifting is extremely easy and missed shifts are rare. Gear changing can also be accomplished quite well without the aid of the clutch, especially from third gear on up. The clutch lever pull, though, is a little on the stiff side and requires at least two fingers to operate without inducing forearm "pump."

Suspension is a big improvement, but far from perfect. For the most part, both the fork and rear shock do an admirable job of soaking up bumps in the roads, but not the sharp-edged ones. That's when the front end briefly twitches, or shakes, giving the rider a slightly uneasy feeling. Some testers noticed the "twitch", others did not.

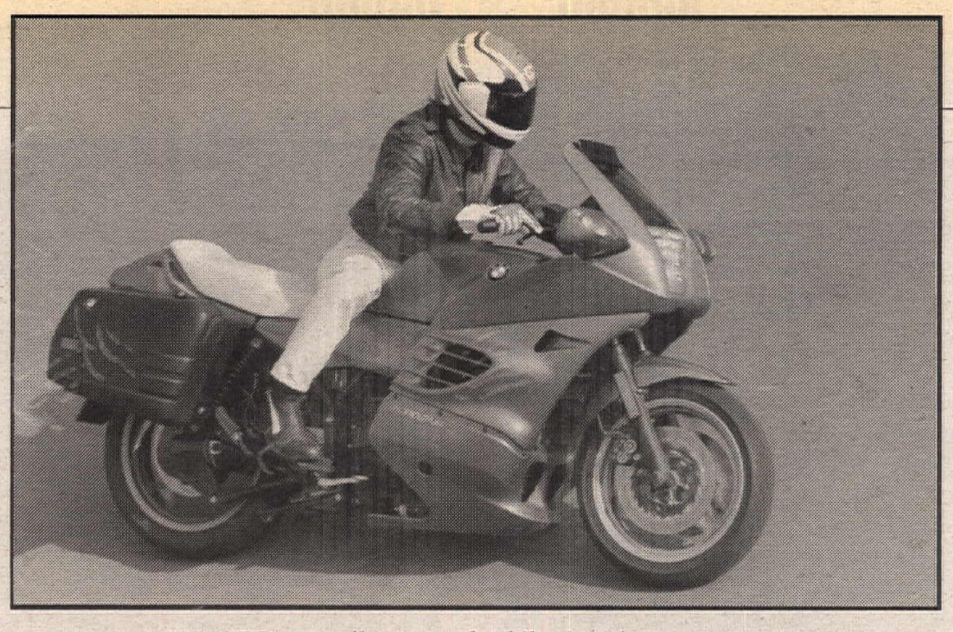
The back end, although better than previous models, is still a little harsh over the "hard hits," but quite smooth over normal road "imperfections." But at least moderate-size bumps won't blow the rider out of the seat like previous models.

Braking performance is excellent and the ABS works well, too, but it's not quite as smooth as the updated ABS II found on the new R1100RS Boxer twin. The front brake feels very progressive and powerful.

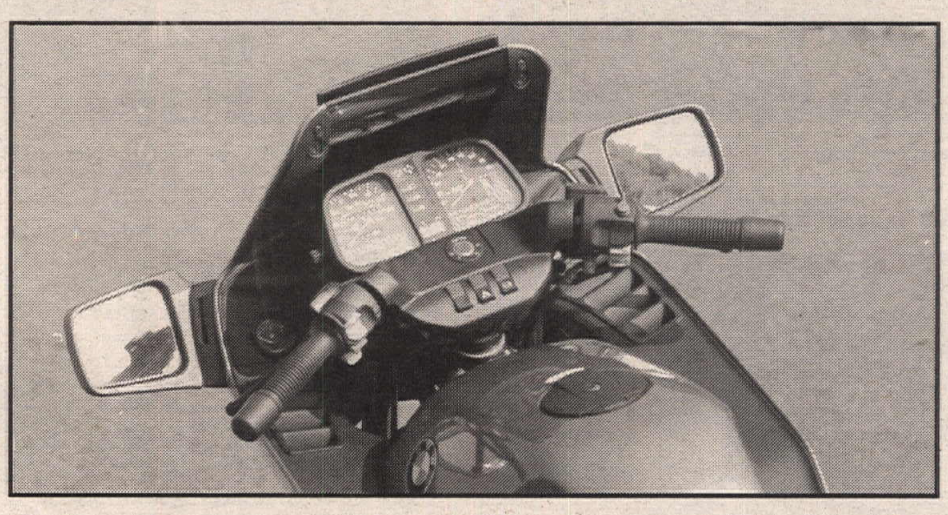
Overall, the K1100RS' suspension feels solid and steady, and is tolerable on long rides, and the ergonomics are hard to fault. The overall feel is spacious and the seating position is neutral, although one of our testers, who's a little over six feet tall, complained that his kneecaps banged against the edges of the fairing, sometimes painfully. This same tester, though, has been commuting over 140 miles a day on the K1100RS and praises its overall comfort, despite his knees getting "thrashed."

Another plus is that the Beemer has a fairly low seat height at 31.5 inches, which makes it well-suited for stop-and-go city traffic.

The seat itself is extremely comfortable and won't leave the rider's rear side in pain after a long day in the saddle, and the fairing also does an excellent job of keeping the wind blast off the rider's chest and legs. On a warm day, though, the heat coming off the engine can get a little warm on the legs, despite the thicker insulation inside the side panels.

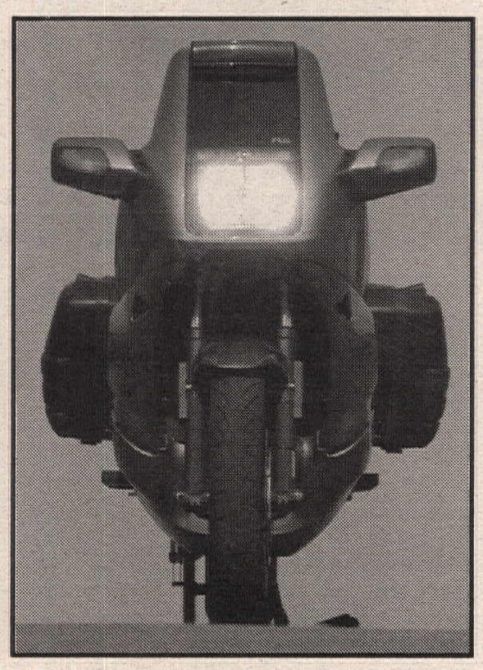


Not only is the K1100RS an excellent everyday bike; it makes a great weekend bike, too.



The instrument panel offers plenty of information, and the gauges are easy to read.

For obvious reasons, lane-splitting is a little unnerving with the saddlebags in place, but they're easily removable. The fairing does a good job keeping wind blast off the rider.



The instrument panel, like on all BMW models, is perhaps easier to read than on any other street bike. All the readouts are huge. It's nearly impossible to forget to cancel the blinkers, because the left/right turn indicator lights are so big. The digital clock is a small feature that should be standard equipment on all street bikes, as is the gear indicator. Small items like these can really make your everyday commute that much easier.

Without testing it, we felt that our test unit's speedometer read on the optimistic side, approximately five mph or so.

If you run out of gas on the K1100RS, you have no one to blame but yourself, because the bike comes with a fuel gauge and a low-on-fuel warning light, plus a trip meter. The warning light usually comes on just as the needle hits the red zone on the fuel gauge, and that usually occurs around the 175-mile mark. The fuel tank holds 5.2 gallons (including 1.3 gallons of reserve), and we averaged approximately 43 miles per gallon on the K1100RS. BMW recommends using no less than 89 octane unleaded fuel.

We had mixed emotions about the rear-view mirrors. They're big, which is great, but the tips of the handlebars block the view directly behind the bike. It's quite annoying, but at least the side view is good.

We found that you don't use the horn on the K1100RS unless you mean it, because it's loud, real loud. It'll probably even make you jump the first time you hit the button, but it certainly gets everybody's attention.

Our test unit came with optional removable hard saddlebags, but we took them off right away. In California, where lane-splitting is legal, the bags are just too wide for comfort and, in our opinion, don't compliment the BMW's otherwise good looks, either. But they are relatively simple to take on and off, and, best of all, hold a lot of stuff for weekend outings. Each bag has a handle so they can be toted around, and the latches are simple to use. We have no doubt that they can be operated easily with one hand tied behind your back on a moonless night.

The K1100RS has a helmet lock but don't even think about using it, because you can't. First of all, the lock is recessed too far into the frame and the new grab bar blocks access to the lock, as well. This "faux pas" needs to be fixed, especially in light of the fact that most states have helmet laws now.

So?

In our opinion, the K1100RS's number-one feature is comfort, with good looks running a close second. As far as performance, it might not be the fastest sport-touring bike on the market, or have the best suspension around town, or outhandle every bike in its class, or blow you away with outrageous high-tech innovations, but as a whole, it is one of the most efficient street bikes we've ever ridden. This is a motorcycle you can live with day-in and day-out, and it's the kind of bike you look forward to swinging a leg over every morning to begin your commute to work.

And besides that, it's a BMW. CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation

Specifications

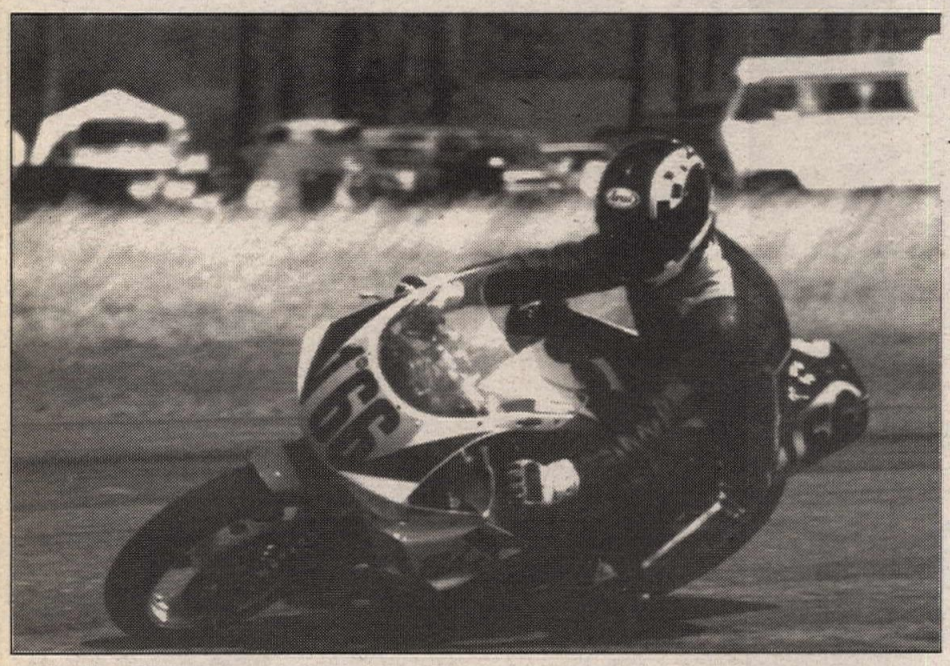
BMW K1100RS

Engine type	Liquid-cooled, 4-stroke, in-line four
Bore & Stroke	70.5mm x 70.0mm
Displacement	1093cc
Horsepower	100 Bhp @ 7750 rpm
Torque	77.3 lb.-ft. @ 5500 rpm
Compression ratio	11.0:1
Valve gear	DOHC, chain driven
Valves per cylinder	4
Carburetion	Fuel injection, Bosch Motronic MA 2.1 Digital Motor Electronics
Primary drive	Helical-cut gears
Clutch	180mm dry, single-plate w/diaphram spring
Drive system	Shaft
Frame	Tubular steel
Front suspension	Telescopic fork, w/refillable "cartridge type damper"
Wheel travel	5.3 inches
Stanchion tube diameter	41.7mm
Rear suspension	Monolever swingarm, Paralever
Wheel travel	4.7 inches
Brake system	Anti-lock
Front brake	Two 4-piston calipers, angular wear compensation
Front rotors	Dual 12.0 inch floating calipers
Rear brake	One double-action 2-piston caliper
Rear rotor	Single 11.2 inch diameter fixed rotor
Front wheel	3.50 x 17 cast alloy, 3-spoke U-profile
Rear wheel	4.50 x 18 cast alloy, 3-spoke U-profile
Front tire	12070 - VR17 tubeless
Rear tire	160/60 - VR18 tubless
Overall length	87.8 in.
Overall width	31.6 in.
Wheelbase	61.6 in.
Ground clearance	4.9 in.
Seat height	31.5 in.
Handlebar width	28.0 in.
Steering head angle	64 degrees
Front wheel trail	3.74 in.
Weight	564 lbs. (dry)/ 617 lbs. (wet)
Maximum load	1069 lbs.
Fuel capacity	5.2 gal.
Available colors	Classic black; Mystic red; Silk blue; Astral blue
Suggested retail price	$13,990

Scott Myers (8) couldn't fend off Seattle Ultracross winner Kyle Lewis (2).

Scott McElroy (53) passed Jim Neese (314) for the 250cc A class win at Sandhills MX.

Talladega sprints saw Alan Abercrombie win four out of five races that he entered.



MTEG Stadium Off-Road Series: Round 3

Lewis takes Seattle

By Brian Barnes

SEATTLE, WA, MAR. 20

Noleen Racing's Kyle Lewis made a triumphant return to competition following an injury, winning the main event at the Seattle Kingdome Ultracross.

The Yamaha-mounted rider from Lancaster, California, had been out of competition since rebreaking his leg in early January, but he put in a flawless performance on the hard, slick course in front of 32,713 race fans.

"My leg's feeling great, considering this is the first race back since my injury," said the Clover/Bridgestone/Ohlins/Regina/Yamalube-sponsored Lewis.

Lewis' teammate Larry Brooks, who led the series point standings coming into Seattle, had a tough evening, experiencing problems in both his heat race and the main event. Brooks finished an uncustomary 10th in the main, and slipped to third in the standings behind new leader and teammate Shaun Kalos, and veteran Yamaha pilot Jim Holley.

Heat number one found 14 riders blasting off the inverted starting line, with Kalos wasting no time in moving to the front. The Yamaha pilot went unchallenged, cruising to an easy win over Lowell Thompson, Scott Myers, Lewis and Robert Drew.

The second heat found Kawasaki Team Green's Ryan Carlisle using a great holeshot to get in front of the field, while Brooks tangled with two other riders on the second lap. By the time Brooks was able to get free, he found himself over half a lap down. Carlisle continued on to victory, with Yamaha-mounted Craig Canoy, Holley, Chris Ridgway, Mike Bell and Scott Steffy rounding our the top six.

At the start of the main, 16-year-old Honda rider Larry Linkogle surprised everyone in attendance by not only snaring the holeshot, but leading the first three laps. The Roost America-backed rider looked great, despite feeling serious pressure from Drew, Thompson, Lewis, Holley and Steffy. By lap three, however, Lewis had pulled alongside Linkogle. Despite his inexperience, the youngster gave Lewis a run for his money through a few corners, but the Yamaha pilot soon put his Don Plouffe-tuned YZ250 into the point position.

Holley was also on the move in third, and he got by Linkogle for second just after the halfway point. Lewis was untouchable in the driver's seat, however, taking the win with Holley a respectable runner-up.

"Not too bad for an old man!" said Holley. "This was a 32-year-old's track, tonight."

Linkogle crossed the line third, his best-ever finish. Drew, Thompson and Kalos dueled for the next three positions, finishing fourth, fifth and sixth, respectively, while Steffy, Carlisle, Tony Amaradio and a disappointed Brooks completed the top 10.

"I felt great tonight," said Lewis. "I hope this carries over to the next race." CN

Results

MAIN: 1. Kyle Lewis (Yam); 2. Jim Holley (Yam); 3. Larry Linkogle (Hon); 4. Robert Drew (Kaw); 5. Lowell Thompson (Yam); 6. Shaun Kalos (Yam); 7. Scott Steffy (Suz); 8. Ryan Carlisle (Kaw); 9. Tony Amaradio (Kaw); 10. Larry Brooks (Yam).

MTEG STADIUM OFF-ROAD ULTRACROSS SERIES POINT STANDINGS: 1. Shaun Kalos (161); 2. Jim Holley (135); 3. Larry Brooks (127); 4. Ryan Carlisle (120); 5. Scott Myers (101); 6. Robert Drew (82); 7. Craig Canoy (61); 8. Ray Crumb (Kaw); 9. Kyle Lewis (Yam); 10. Tony Amaradio (46).

Hall wins big in Talladega sprints

By Clair Franks

TALLADEGA, AL, MAR 28

Team Valvoline Suzuki rider Kurt Hall continued his Suzuki Cup domination at Talladega Grand Prix Raceway by winning the A, B and C Superstock class races.

Hall got the best of fellow Team Suzuki rider Chuck Graves in C Superstock. Starting from back in the pack, Hall watched as rookie Expert Patrick Ludwig led the way into turn one with Graves on his tail section. Hall moved up to third after Grant Lopez crashed in the bowl section of the infield. Hall then made his move by first Graves and then Ludwig under braking into turn one. Once clear, Hall pulled away to a 10-bike length win.

Graves made a last-lap pass on Ludwig through the high-speed sweeper to finish second. Ludwig broke up the Suzuki string by bringing his Honda CBR600 home in third.

Hall had some stiff competition in B Superstock as Tray Batey parked his Kawasaki ZX-7 on Hall's rear tire through a good portion of the race. As the flag dropped, Ludwig got the drive into turn one with Kelvin Rental close behind in second place. Hall and Batey both moved by Rental on the first lap. On lap three, Hall and Batey disposed of Ludwig as the action up front started to heat up.

On lap six, Batey took to the grass, allowing both Ludwig and Graves to get by, leaving Batey in fourth place. Batey fought back through to catch Graves before the end of the lap, and then made an attempt to get Ludwig going into turn one. Not to be, however, as Batey lost the front end, and crashed unhurt out of the race. Hall cruised to the win, 15 bike lengths ahead of Ludwig and Graves.

In A Superstock, Talladega regular Billy Eisenacher flew into turn one side-by-side with Hall. Eisenacher came out of turn one with the lead, but just barely. Hall chased the hard-riding, Honda 900-mounted Eisenacher down the back straight and took the lead under braking for the sweeper. From that point it was a race for third as Eisenacher took the second spot unchallenged while Ludwig and Robert Marsh went at each other. Marsh would eventually get the best of Ludwig to take the third spot.

Other notable Experts at Talladega this weekend were the Hayden brothers, Nicky and Tommy. The pair rode matching Honda RS125s in Formula Clubman and Yamaha TZR250s in Unlimited Twins and Formula II. Nicky finished his weekend with wins in both Formula Clubman and Unlimited Twins, and a fourth-place finish in Formula II. Tommy finished second in Formula II and third in Formula Clubman.

Novice racing saw Alan Abercrombie switch back and forth between Honda and Yamaha 600s to clean house. Abercrombie took home four winner trophies out of the five races he entered and finished second in the other. His wins came in A, B and C Production as well as C Superbike. CN

Results

F-EX: 1. Billy Eisenacher (Hon); 2. Patrick Ludwig (Hon); 3. Eric White (Suz); 4. Keith Badger (Hon); 5. James Batey (Hon).

F-NOV: 1. Jonathan Bolton (Suz); 2. Jason Vaughn (Suz); 3. Tim Shaver (Hon); 4. Mike Pogreba (Suz); 5. Timothy Hammitt (Suz).

F-II EX: 1. Steve Davison (Yam); 2. Tommy Hayden (Yam); 3. Josh Weiner (Suz); 4. Nicky Hayden (Hon); 5. Ray Hixon (RPM).

F-II NOV: 1. Pat Rowland (Yam); 2. Mark Page (Yam); 3. Christopher Brown (Yam); 4. Kevin Moore (Yam); 5. James Smith (Yam).

F-CLBMN EX: 1. Nicky Hayden (Hon); 2. Ray Hixon (Hon); 3. Tommy Hayden (Hon); 4. Steve Buffington (Suz); 5. Eric Kraut (Hon).

F-CLBMN NOV: 1. Donald Jones (Suz); 2. Mark Hurt (Kaw); 3. Jeanne Garcia (Hon); 4. Bruce Lampe (Yam); 5. Pamela Parker-Hall (Suz).

U/LTD TW EX: 1. Nicky Hayden (Yam); 2. Ray Hixon (Hon); 3. Josh Weiner (Suz).

U/LTD TW NOV: 1. Wayne Howard (KRD); 2. Allen Goodwin (Yam); 3. Lee Hillman (Hon); 4. Michael Bowden (Suz); 5. Donald Jones (Suz).

A S/STK: 1. Kurt Hall (Suz); 2. Billy Eisenacher (Hon); 3. Robert Marsh (Suz); 4. Patrick Ludwig (Hon); 5. Pete Martins (Suz).

A PROD NOV: 1. Alan Abercrombie (Yam); 2. Jamie Miller (Hon); 3. Mike Pogreba (Suz); 4. Shane Clark (Hon); 5. Mark Monyette (Suz).

B S/BK EX: 1. Eric White (Suz); 2. Keith Badger (Hon); 3. Dr. James Batey (Hon); 4. Phillip Schroder (Suz); 5. Jack DuPree (Suz).

B S/BK NOV: 1.Jonathan Bolton (Suz); 2. Alan Ambercrombie (Hon); 3. Jason Vaughn (Suz); 4. Mike Pogreba (Suz); 5. Timothy Hammitt (Suz).

B S/STK: 1. Kurt Hall (Suz); 2. Patrick Ludwig (Hon); 3. Chuck Graves (Suz); 4. David Stanton (Suz); 5. Grant Lopez (Hon).

B PROD NOV: 1. Alan Abercrombie (Yam); 2. Shane Clark (Hon); 3. Jamie Miller (Hon); 4. Mark Monyette (Suz); 5. Wallace Palmer (Suz).

C S/BK EX: 1. AaronYates (Hon); 2. Pat Ludwig

(Hon); 3. Dr. James Batey (Hon); 4. Avery Clark (Yam); 5. Steve Tice (Kaw).

C S/BK NOV: 1. Alan Abercrombie (Hon); 2. Joey Gilleland (Hon); 3. Jamie Miller (Hon); 4. Tom Shaver (Hon); 5. David Davis (Suz).

C S/STK: 1. Kurt Hall (Suz); 2. Chuck Grave (Suz); 3. Patrick Ludwig (Hon); 4. Bill Eisenacher (Suz); 5. David Stanton (Suz).

C PROD NOV: 1. Alan Abercrombie (Yam); 2. Jamie Miller (Hon); 3. Joey Gilleland (Hon); 4. John Seuberling (Yam); 5. Lee Acree (Hon).

D S/BK EX: 1. Josh Weiner (Suz); 2. Peter Baymiller (Yam).

D S/BK NOV: 1. Mark Page (Suz); 2. Pat Rowland (Yam); 3. Joey Gilleland (Yam); 4. Kevin Moore (Yam); 5. Christopher Brown (Yam).

D PROD NOV: 1. Mark Reed (Yam); 2. Richard Breeding (Yam); 3. Alan Dilworth (Suz).

Carolina Ultra Series: Round 1

McElroy storms Sandhills MX

By Jim Rice
Photo by Stacy Thomas

CHESTERFIELD, SC, MAR. 28

Brian McElroy was the 250cc Pro class winner at round one of the AMA District 29 Carolina Ultra Series. Over 300 riders showed up at Sandhills MX Park to compete in the series opener, and the Pro classes enjoyed over 40 entries each in the 125 and 250cc divisions.

In the opening 250cc Pro moto, McElroy grabbed the holeshot and proceeded to battle over the lead with Kevin Walker. Walker pushed McElroy hard, and the two riders rode fender-to-fender. Behind them, Jim Neese and Branhana Stovall argued over third.

At the halfway point, Neese had finally worked past Stovall for third, but he crashed in a turn shortly after. Stovall moved into third, but Neese remounted quickly and repassed Stovall one lap later.

Meanwhile, McElroy and Walker continued to battle over the lead. Three laps from the finish, McElroy lit the afterburners and pulled away from Walker. At the finish, McElroy had a 10-second lead over Walker. Neese and Stovall rounded out the top five.

McElroy ran away with the win in the second moto and nabbed the overall win. Neese finished second in the concluding moto to edge Walker for second overall.

In the 125cc Pro class, Walker grabbed the holeshot in the first moto and ran away from the pack. McElroy and Neese suffered poor starts, but were able to work into second and third, respectively, by the moto's end.

McElroy holeshot the second moto with Neese and Walker in tow. Walker passed Neese in the second turn and set out after McElroy. Neese wasn't finished, though, and passed Walker. But soon after he passed Walker, Neese fell off his bike.

Up front, Walker chased after McElroy and the two riders collided in a turn and went down. Walker remounted first and scored the moto and overall wins. McElroy was second, and Neese was third.

Richard Horton swept the 125 and 250cc B classes with a pair of wins in the 250cc class, and a 2-1 score in the 125cc division. The only rider to beat Horton was first 125cc B moto winner Chuck Shirley. In that moto, Horton fell twice and recovered to finish second. CN

Results

P/W: 1. Paron Willis (Yam); 2. Stephen Martin (Yam); 3. Brandon Martin (Yam); 4. Chris Estill (Yam); 5. Jeremy McClure (Yam).

60: 1. Chad Shervill (Kaw); 2. Chris Willis (Kaw); 3. Derrick Bell (Kaw); 4. Brandon Pervette (Kaw); 5. Daniel Rhodes (Kaw).

85 7-11: 1. Jered Black (Suz); 2. John Drischol (Yam); 3. Cam DuBase (Yam); 4. John Rhodes (Hon); 5. Chris Willis (Kaw).

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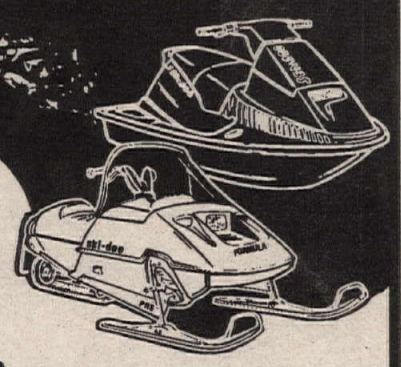

Sea-Doo Race Coordinator

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These positions are open to both men and women.

Bombardier Inc.
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EVENTS

John Coen (42) and Keith McCaffery (846) diced on the Lembo Lake ice race track.

85 12-15: 1. Robbie Horton (Kaw); 2. John Burnuff (Suz); 3. Marcus Hedrick (Suz); 4. Richard Heirs (Suz); 5. Jason Vanburn (Hon).

SPR MINI: 1. Richard Hayes (Kaw); 2. Marcus Hedrick (Suz); 3. Jason Varborn (Hon); 4. Johnathan Nirschl (Yam); 5. Zack Yonce (Kaw).

SCHBY: 1. Robbie Horton (Kaw); 2. David Nishman (Hon); 3. Brian Lane (Kaw); 4. Scott Beard (Suz); 5. Jan Boruff (Suz).

UNLIM: 1. Mitchell Jones (Hon); 2. John Ureborn (Kaw); 3. Page Holland (Yam); 4. Chuck Shirley (Yam); 5. Shane Lawson (Hon).

125 C: 1. Todd Cooper (Yam); 2. David Dishman (Suz); 3. Robert Lane (Yam); 4. Brian Lane (Kaw); 5. Mike Litze (Yam).

125 B: 1. Richard Horton (Kaw); 2. Chuck Shirley (Yam); 3. Desley Garman (Kaw); 4. David Price (Hon); 5. Chad Newton (Suz).

125 PRO: 1. Kevin Walker (Yam); 2. Brian McElroy (Yam); 3. Jim Neese (Kaw); 4. Jim Chester (Yam); 5. Chad Lough (Suz).

250 C: 1. Brian Ward (Hon); 2. Mike Milen (Hon); 3. Richard Keller (Hon); 4. Ashley Brewer (Suz); 5. Steve Litz (Yam).

250 B: 1. Richard Horton (Kaw); 2. Wesley Garman (Kaw); 3. Ned Blackwelder (Suz); 4. James Hayes (Hon); 5. David Kensler (Hon).

250 PRO: 1. Brian McElroy (Yam); 2. Jim Neese (Kaw); 3. Kevin Walker (Yam); 4. Branhana Stovall (Kaw); 5. Nathan Ramsey (Suz).

+25: 1. Gerald Wood (Hon); 2. Scott Shipley (Suz); 3. Kerry Jones (Suz); 4. Van Gibson (Kaw); 5. Jay Hauser (Suz).

+30: 1. Vann Gibson (Hon); 2. Kerry Jones (Suz); 3. Scott Shipley (Suz); 4. Joe Norden (Suz); 5. Roger Rivenbeck (Kaw).

+40: 1. Steve Lewis (Yam); 2. Bill Privatte (Hon); 3. Bob Maner (Hon); 4. Kenneth McDonald (Suz); 5. Jimmy Evers (Yam).

OPEN AM: 1. Jeff Marshala (Hon); 2. Ron Jones (Hon); 3. Jimmy Johnson (Hon); 4. Wayne Eller (Hon); 5. Terry Banson (Kaw).

Fesler flies at Dade City MX

By Kyle Myers

DADE CITY, FL, MAR. 21

Suzuki rider John Fesler, of Alaska, topped the 125 and 250cc B classes at round four of the Florida Motocross Club Series at Pasco County Fairgrounds' Dade City Raceway, where 260 entries turned out to compete.

In the opening combined 250cc A/B moto John Lundy led the B group with Fesler, Tim Lozaw, Mike Floyd and David Fair in pursuit. Lundy led for the first couple of laps, as Fesler slowly reeled him in. Floyd motored by Lozaw in the back sand section, as Steve Dumond moved into fifth. With two laps to go, Fesler flew by Lundy to take the first-moto victory with Floyd, Dumond and Lozaw rounding out the top five.

In the A class Yoho jumped out to an early lead only to fall. Travis Blackburn took advantage of the situation and easily won the moto. Brad Lockhart, Jon Ortner and Don Formo and Yoho trailed.

The second moto saw Fesler rocket into the point position as Rod Furnell, Lozaw, Ray Stillings and Lundy followed. Lundy quickly passed Stillings and Lozaw, MSR/Pro-Action/WD-40/Pirelli/Sidewinder/Boyesen/FMF/Pro X/Fesler Trucking-sponsored Fesler easily out-distanced the field to take the overall win. Lundy passed Furnell at the halfway point, with Stillings and Dumond finishing out the top five positions.

Blackburn picked up where he had left off in the A division as he showed the pack the fast way around the track. Lockhart, Formo, Ortner and Yoho gave chase. Blackburn out-distanced the field, as Ortner blew by a bobbling Formo. Blackburn looked to have the moto win in the bag until he crashed going into a turn, and broke his shoulder blade. Lockhart inherited the lead and won the overall with a 2-1 score. Ortner, Formo, Yoho and a remounted Blackburn followed him home.

Fesler later returned and won the 125cc B class with a 2-1 finish over Jacob Fogg and first-moto winner Scott Lamb, and Ortner won all four motos in the +25 and +30 classes.

Results

P/W: 1. Jason Bennett (Yam); 2. Clayton Martin (Yam); 3. Kyle Williamson (Yam); 4. Barrett Smith (Yam); 5. Robert Holstein (Yam).

65: 1. Josh Faustino (Kaw); 2. Tyson Hadsell (Kaw); 3. Matt Johnson (Kaw); 4. Chaz Northey (Kaw); 5. Jason Bennett (Kaw).

85 (7-11): 1. Robert Farnell (Yam); 2. J.B. Ballard (Kaw); 3. Andrei Boloni (Suz); 4. Tyler Laird (Yam); 5. Clint Shealy (Kaw).

85 (12-13): 1. Darren McElhattan (Hon); 2. Jason Thomas (Kaw); 3. Louis Lively (Hon); 4. Michael Servis (Suz).

85 (14-15): 1. Erik Moulton (Kaw); 2. Scott McGuigan (Hon); 3. Steve Servis (Suz).

SUPER MINI: 1. Jason Thomas (Kaw); 2. Darren McElhattan (Hon); 3. Robert Farnell (Yam); 4. Tyler Laird (Yam); 5. Louis Lively (Hon).

125 A: 1. Timmy Ferry (Suz); 2. Kenny Yoho (Suz); 3. Don Formo (Suz); 4. Brad Lockhart (Suz).

125 B: 1. John Fesler (Suz); 2. Jacob Fogg (Kaw); 3. Scott Lamb (Hon); 4. Jean Jacques (Hon); 5. Jason Perez (Kaw).

125 C: 1. Barinson Baran (Yam); 2. Sean Avera (Suz); 3. Derrick Januszyk (Hon); 4. Doug Watson (Hon); 5. Doria Kachi (Suz).

125/250 BEG: 1. Scott Barth (Hon); 2. Chad Pitts (Hon); 3. Dave Bragcle (Suz); 4. Scott Burke (Hon); 5. Steve Del Grande (Kaw).

250 A: 1. Brad Lockhart (Suz); 2. Jon Ortner (Hon); 3. Travis Blackburn (Kaw); 4. Don Formo (Suz); 5. Kenny Yoho (Suz).

250 B: 1. John Fesler (Suz); 2. John Lundy (Hon); 3. Steve Dumond (Suz); 4. Rod Furnell (Kaw); 5. Ray Stillings (Yam).

250 C: 1. Lee Tathan (Yam); 2. Jeff Neilander (Hon); 3. Matt Smith (Hon); 4. Bob McClelland (Suz); 5. Greg Boyle (Hon).

OPEN NOV: 1. Mike Amedeo (Kaw); 2. Robert Farnell (KTM); 3. Mike Bragg (Hon); 4. Greg Huffman (Hon); 5. Mark Landry (Yam).

16-24: 1. Anthony Pocorroba (Suz); 2. Jacob Fogg (Kaw); 3. Jason Perez (Kaw); 4. Scott Lamb (Hon); 5. Steve Dumond (Suz).

+25: Jon Ortner (Hon); 2. John Lundy (Hon); 3. John Choste (Yam); 4. Ray Stillings (Yam); 5. Tim Lozaw (Yam).

+30: 1. Jon Ortner (Hon); 2. John Lundy (Yam); 3. Jimbo Hayes (Hon); 4. Tony Gallardy (Yam); 5. Glen Dwelley (Hon).

+35: 1. Robert Farnell (KTM); 2. Tom Bragg (Hon); 3. Tim Sutton (Hon); 4. Brian Whitcomb (Hon); 5. Tom Whitcomb (Kaw).

+40: 1. Tom Bragg (Hon); 2. Tom Fogg (Kaw); 3. John Kirby (Kaw); 4. Terry Enyart (Hon); 5. Emanuel Aderhold (Mai).

Coen conquers Lembo Ice Race

By Rosemarie Bosi

MODENA, NY, FEB. 28

After winning the heat and gaining the holeshot, John Coen took his Honda all the way to win the 250cc Expert class at Lembo Lake's ice races.

Coen never relinquished the lead in the main, putting in an error-free ride for the win as three more bikes battled it out for second place at his rear tire. Bar-to-bar throughout the race were Keith McCaffrey, Mike Spear and Keith Sartorini. The rough and rutted track kept rear tires bouncing into every turn. Fans were kept in suspense until the final lap as there was rarely more than a bike length between the top four riders. McCaffrey and Spear swapped places twice, but it was Spear who took second place by a bike length. Fifteen-year-old Sartorini moved up to finish third, and McCaffrey was fourth.

After surrendering the holeshot to Spear, Coen and McCaffrey went at it again in the Open Expert class. They went wheel-to-wheel in every turn, with Spear pulling out the win ahead of Coen and McCaffrey.

More great racing fallowed in both the 125 and 250cc Amateur classes. Dan Linen Jr. was four for four in both heats and both mains. Once again, though, this winner was consistently reminded that defeat was only a mistake away. In the 125cc Amateur class, Bob Angot took the inside line around a lapped rider to make a breath-taking pass and steal second place from Roger Dupuis.

In the 250cc Amateur class, Linen once again took the lead early to finish first, but it was Bob Skidmore who truly made this a race to watch. After holeshotting, Skidmore experienced mechanical difficulties and was passed by a number of riders in turn three. Skidmore went on a rampage, working his way through the pack until he was just behind the leading Linen. It was Bob Morano Jr. and Ruben Ellsworth, however, who took second and third, respectively, after Skidmore overshot turn one on the final lap.

"They don't keep you waiting between events here and the track is great," said Linen, who was racing at Lembo Lake for the first time. "I'll be here next week."

Results

OPEN EX: 1. Mike Spear (Kaw); 2. John Coen (Hon); 3. Keith McCaffery (Hon); 4. Charlie Wagner (Kaw).

250 EX: 1. John Coen (Hon); 2. Mike Spear (Kaw); 3. Keith Sartorini (Hon); 4. Keith McCaffery (Hon); 5. Mike Jones (Kaw).

SR EX: 1. John Coen (Hon); 2. Mike Jones (Kaw).

OPEN AM: 1. Robert Morano, Jr. (Hon); 2. Ray Malley Jr. (Yam); 3. Robert Skidmore (Hon); 4. John DiSilvestro (Hon).

250 AM: 1. Daniel Linen, Jr. (Hon); 2. Robert Morano, Jr. (Hon); 3. Rubin Ellsworth (Kaw); 4. Robert Skidmore (Hon); 5. Bruce Stevenson (Suz).

125 AM: 1. Daniel Linen, Jr. (Hon); 2. Roger Dupius (Hon); 3. Robert Angot (Kaw); 4. Kevin Dufresne (Yam); 5. Guy Johnson (Kaw).

4-STRK: 1. Ray Malley, Jr. (Yam); 2. James Schmits (Yam); 3. Jay Millard (Hbg); 4. Charles Tait (Yam).

SR: 1. Tom Glennon, Jr. (Hon); 2. Robert Skidmore (Hon); 3. John DiSilvestro (Hon); 4. Jay Millard (Hbg).

S/SR: 1. Robert Skidmbre (Hon); 2. James Schmits (Yam); 3.Charles Tait (Yam); 4. Guy Johnson (Kaw); 5. Rick Seaman (Hon).

SPTMN: 1. Robert Bingley (Hon); 2. Richard Leabley (Kaw); 3. Lawrence Terwilliger, II (Suz); 4. Rick Seaman (Hus).

H/W SIDEHACK: 1.A. Seal/R. Morano, Jr. (Hon); 2. M. Spear/J. Memmelaar (Kaw); 3. R. Vanguilder/E. Rudenger (Suz); 4. R. Trainor/C. Trainor (H-D); 5. S. Barschow/M. Barrett (H-D).

L/W SIDEHACK: 1. R. Wild/H. Thompson (Hon); 2. B. Haas/R. Murray (Kaw).

MINI: 1. Luke Johnson; 2. Matt Shuart (Yam); 3. Jason Shuart (Yam); 4. Mike Lounsbury (Kaw); 5. Gregg Myers, Jr. (Kaw).

P/W: 1. Tom Newell (Yam); 2. Jon Paul Lake (Yam); 3. Lowell Carbon (Yam); 4. Jay Weller (Yam); 5. Lindsay Weller (Yam).

Evans hot at Motowest MX

By J.R. Canaguier

HOLLISTER, CA, MAR. 21

Tyler Evans was all business as he overcame bad starts, crashes and a collection of fast guys to take the overall win in the hotly contested 80cc Novice class at Motowest MX.

Jess Medley holeshot moto one with Kevin Gonzolas, Aaron Baker and Evans all giving chase through the first two turns. Evans moved into second by the end of the first lap and started hammering Medley, causing the duo to move away from the pack by about 15 seconds. Back in third and fourth, Baker and Gonzolas had their hands full with pressure from Robert Simpson and Dennis Stapleton. By the midway point, Simpson had gotten by Baker for third and moved in on the leaders. On lap four, Evans and Medley came together over the finish line jump and crashed. Gonzolas, who had moved into third, could not avoid the pile-up and joined the two leaders on the ground. This left the door open for Simpson to take over first, as Baker slid into second.

On the next lap Medley recovered to retake the lead. Baker dropped his bike in an uphill turn, letting Evans by. Baker tried to fight off a hard-charging Stapleton, who eventually got by for fourth.

Moto two saw Medley, Gonzolas and Evans all get through the first two turns together, and the hammering began again. On lap two Evans moved around Medley and held on for the win. Medley, obviously shaken up from the first-moto crash, was a little off the pace, as he couldn't catch Gonzolas and had to settle for third. In the meantime Baker, Stapleton and Simpson had a dice going for fourth through sixth. Simpson was able to hold onto fourth, while Baker crashed and Stapleton cruised. The overall went to Evans, with the second-moto tie-breaker over Medley. Third and fourth went to Simpson and Gonzolas, respectively.

The 250cc Beginner class was typically wild as Jeremy Williams put his Honda into the lead in moto one and held off the charges of Shane Verdin, Brad Molellan and Jim Lipe for the first two laps. Lipe, riding a borrowed RM250, soon moved into second and started putting pressure on Williams. On lap four Lipe passed Williams in turn two and started to motor away, when he lost it on an uphill jump. Williams retook the lead and Verdin moved into second. Lipe recovered to hold onto third.

In moto two, Williams got the holeshot again and drove away for the win, but not without another hammering from Lipe, who had moved up from a poor start to really put on the pressure. A few unsuccessful pass attempts provided some close racing as the two moved about 20 seconds away from third-place Verdin. As the moto ended in that order, Lipe took a well-deserved third overall ahead of Verdin, who wisely settled for third in the moto and second overall.

Results

P/W: 1. Wesley Patterson (Yam); 2. Nick Davis (Yam); 3. Keman Hernandez (Yam); 4. Brian Dominguez (Yam); 5. Daniel Law (Yam).

P/W 80: 1. Wesley Patterson (Yam); 2. Travis Paterson (Yam); 3. Greg Burros (Suz).

80 BEG: 1. Paul Morgan (Kaw); 2. Mike Hernandez (Kaw); 3. Jeff Borchard (Yam); 4. Aaron Randolph (Yam); 5. Joshua Hanson (Kaw).

80 NOV: 1. Tyler Evans (Hon); 2. Jess Medley (Hon); 3. Robert Simpson (Kaw); 4. Kevin Gonzolas (Kaw); 5. Dennis Stapleton (Yam).

125 BEG: 1. Robbie Paulson (Suz); 2. Chris Bartlett (Kaw); 3. Wade Speyer (Kaw); 4. Dan Malone (Hon); 5. Kevin Gonzolas (Suz).

125 NOV: 1. Marc Henderson (Suz); 2. Greg Olsen (Kaw); 3. Daniel Hodges (Kaw); 4. David Denton (Yam); 5. Ben Shank (Suz).

125 INT: 1. Jason Chisum (Hon); 2. Mark Klauser (Kaw); 3. Jimmy Scott (Suz); 4. Dennis Springs (Kaw); 5. Troy Amerine (Kaw).

125 PRO: 1. Jeff Pestana (Hon); 2. Danny Paladino (Kaw); 3. Pat Gomm (Yam).

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				7	VINT. NAT.
	16	NESC		22	QUAD SPEC.
	23	QUAD SPEC.		29	NESC
	29-30	QUAD NAT'L	SEPT	11	QUAD SPEC.
JUNE	6	NESC		12	NESC
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CYCLE NEWS
"Official Publication Of Motocross 338"

EVENTS

Mike Chamberlain finished second at Starwest SX behind winner Jeff Emig.

250 BEG: 1. Jeremy Williams (Hon); 2. Jim Lipe (Suz); 3. Shane Verdin (Kaw); 4. Darin Miller (Hon); 5. Eric La Bare (Hon).

250 NOV: 1. Tim Reeder (Yam); 2. Joe Vella (Yam); 3. James Ptarcinski (Hon); 4. Michael Renner (Kaw); 5. Jeremy Chisum (Yam).

250 INT: 1. Dan Barnett (Yam); 2. Dennis Springs (Kaw); 3. Jerome Law; 4. Aaron Mattson (Hon); 5. Judd Houck (Kaw).

250 PRO: 1. Pat Gomm (Yam); 2. Dan Paladino (Kaw); 3. Kevin Cordua (Hon); 4. Jimmy Clay (Suz).

500 BEG: 1. Scott Cunningham (Hon); 2. Mark Avery (Hon); 3. Carl Fazo (Yam); 4. Brian Jelici (Hon).

500 NOV: 1. Troy Burchby (Hon).

25-29 BEG: 1. Shane Verdin (Kaw); 2. Ian Hobson (Hon); 3. John Cunningham (Suz); 4. Mario Andreini (Yam); 5. Brett McNerney (Hon).

25-29 NOV: 1. Marc Tucker (Kaw); 2. Troy Burchby (Yam); 3. Brian Ferro (Suz); 4. Todd Townsend (Hon); 5. Alex Stroup (Hon).

25-29 INT: 1. David Montgomery (Yam); 2. Alves Anthony (Yam).

VET BEG: 1. Ed Pagoda (Hon); 2. Vince Macias (Yam); 3. Gary Wemyn (Yam); 4. Ron Lunde (Yam); 5. Gerry Johnson (Yam).

VET NOV: 1. Greg Pennington (Kaw); 2. Michael Renner (Kaw); 3. Gary Paatje (Yam); 4. David Pile (Hon); 5. Tim McMurtree (Kaw).

VET INT: 1. David Rodriguez (Yam); 2. David Berg (Hon); 3. Kevin Green (Kaw); 4. Richard Tiago (Hon); 5. Steve Matlock (Yam).

VET PRO: 1. Don Franklin (Hon); 2. Scott Keller (Yam); 3. Irv Achziger (Hon).

O/T NOV: 1. Brad Smith (Hon); 2. J.R. Canaguier (Suz); 3. Carter Powell (Kaw); 4. Mike Graziano (Hon); 5. Richard Stone (Yam).

O/T INT: 1. Rich Lokke (Yam).

O/T EX: 1. Alan Posey (Kaw).

Pocorobba pounds Dade City Motocross

By Kyle Myers

DADE CITY, FL, MAR. 20

Anthony Pocorobba rode to a double class victory at round three of the Dade City Raceway Points Series at the Pasco County Fairgrounds, winning all four motos in the Schoolboy and 16-24 classes.

In the Schoolboy class Pocorobba blasted out of the gates to take an early lead over Mike Decker, Dean Benzel, Jason Freeman and Aaron Hearn. Benzel overtook Decker on the opening lap as Pocorobba motored away. Decker and Freeman fell, moving Justin Bryant and John Colwell into the top five. Hearn then faded off the pace, and Decker moved back into the top five. Coming out of the pit, Decker railed by Colwell. Pocorobba crossed the finish line way out front with Benzel, Bryant, Decker and Colwell in tow.

Benzel kicked things off to start the second moto with Decker, Pocorobba, Hearns and Bryant trailing behind. Benzel and Decker crashed in the second turn, handing Suzuki West/O'Neal/FMF/Torco/Smith/WOR/PMP/Pro Action/Pro-Choice/Bieffe-backed Pocorobba the lead. Pocorobba easily won the moto and overall.

In the Open Money class Brad Lockhart, Steve Herman, Chris Lemmon and Kenny Yoho battled for the lead. Yoho fell as Herman outmaneuvered Lockhart for the lead. Herman held on for the win, with Lockhart, Lemmon and Yoho behind.

Herman again took control of the second moto, as Yoho and Lockhart dodged his roost. Herman and Yoho fought for the lead until Yoho slipped underneath Herman in a turn. After Yoho made the pass Herman put it on cruise control to take a second in the moto, using his 1-2 tally to secure the overall win.

Yoho won both the 125cc A and Open Amateur divisions.

Results

P/W: 1. James Stewart (Yam); 2. Jason Bennett (Yam); 3. Kyle Williamson (Yam); 4. Barrett Smith (Yam); 5. Forrest Smith (Yam).

65: 1. Tyson Hadsell (Kaw); 2. James Stewart (Kaw); 3. Josh Faustino (Kaw); 4. Jeremy McDow (Kaw); 5. Tim Hanson (Kaw).

MINI B: 1. August Lausberg (Kaw); 2. J.B. Ballard (Kaw); 3. Tyler Laird (Yam).

MINI C: 1. Ray Hanson (Kaw); 2. Vic Stodola (Kaw); 3. Tyson Hadsell (Kaw); 4. Tim Hanson (Kaw); 5. Derek Keyes (Hon).

80 BEG: 1. Steve Servis (Suz); 2. Mike Servis (Kaw); 3. David Doyle (Kaw); 4. Cory Gould (Suz); 5. Jesse Adams (Yam).

16-24: 1. Anthony Pocorobba (Hon); 2. Mike Decker (Kaw); 3. J.D. Holmes (Yam); 4. Sean Sidwell (Yam).

SCHBY: 1. Anthony Pocorobba (Hon); 2. Justin Bryan (Suz); 3. Dean Bensel (Suz); 4. August Lausberg (Kaw); 5. Aaron Hearn (Kaw).

125 BEG D-1: 1. Dan Dyer (Yam); 2. Ryan MacNeal (Hon); 3. Jeremy Doctor (Kaw); 4. Brian Finley (Suz); 5. Todd Lucas (Suz).

125 BEG D-2: 1. Charles Contopaulo (Hon); 2. Robert Partridge (Yam); 3. Bill Armstrong (Kaw); 4. Tim Beacock (Hus); 5. Tripp Higginbothams (Suz).

125 A: 1. Kenny Yoho (Suz); 2. Brad Lockhart (Suz); 3. Chris Lemmon (Yam).

125 B: 1. Scott Lamb (Hon); 2. Mike Decker (Kaw); 3. Shawn Willis (Suz); 4. Kyle Myers (Hon); 5. Lane Stromsnes (Hon).

125 C D-1: 1. Josh Kielty (Suz); 2. Jason Baran (Hon); 3. Dale Sowder (Hon); 4. Dean Benzel (Suz); 5. Sean Avera (Suz).

125 C D-2: 1. Aaron Hearn (Kaw); 2. J.D. Holmes (Kaw); 3. Wayne Schaefer (Hon); 4. Simon Hallet (Suz); 5. Doug Slingsby (Suz).

250 BEG: 1. Bill Tippins (Hon); 2. Chad Pitts (Hon); 3. Rick Norris (Yam); 4. Sean Sidwell (Yam); 5. Dave Brajoie (Suz).

250 A: 1. Ricky Hampshire (Suz).

250 B: 1. Mike Floyd (Yam); 2. Gene Pearson (Yam); 3. Dave Fair (Hon).

250 C: 1. Shannon Collier (Yam); 2. Dale Sowder (Hon); 3. Greg Mojher (Hon); 4. Lee Tatham (Yam).

OPEN NOV: 1. Joe Germana (Hon); 2. Steve Rush (Hon); 3. Robert Thibodeau (Kaw); 4. Charles Lehing (Hon); 5. Tim Brief (Hon).

OPEN AM: 1. Kenny Yoho (Suz); 2. Scott Lamb (Hon); 3. Lane Stromsnes (Hon); 4. Brett Stromsnes (Hon).

OPEN $: 1. Steve Herman (Suz); 2. Kenny Yoho (Suz); 3. Brad Lockhart (Suz); 4. Chris Lemmon (Yam); 5. Gene Pearson (Yam).

+25: 1. Mike Sidwell (Yam); 2. Rich Eggers (Kaw); 3. Doug Slingsby (Kaw); 4. Lenny Lewis (Hon); 5. Scott Barth (Hon).

+30: 1. Was Shallow (Hon); 2. Willis Brock (Hon); 3. Rob Preston (Hon); 4. Rich Eggers (Kaw); 5. Steve Rush (Kaw).

+35: 1. Tom Bragg (Hon); 2. John Coleman (Hon); 3. Ted Dorman (Kaw); 4. Rob Preston (Hon); 5. Was Shallow (Hon).

Emig untouchable at Starwest Motocross

By David A. Procida

MORENO VALLEY, CA, MAR. 20

Yamaha's Jeff Emig brought out both his 125 and 250 YZs to get in some practice between Supercrosses, and in doing so, came away the big winner in the Pro classes at Starwest's Saturday Night season opener.

Emig was not the only top rider treating the spectators to a show, as Suzuki's 16-year-old superstar Damon Huffman, Team Splitfire/Hot Wheels/Pro Circuit Kawasaki rider Mike Chamberlain, ex-factory racer A.J. Whiting and a number of local pros were on hand, hoping to take home some of the 250% payback offered.

The 125cc Pro class ran in the fourth race, and when the gate fell for moto one, everyone in the stands was on their feet to see Emig take the holeshot. Huffman and Steve Andrich were hot on his heels as the pack headed for turn two. Chamberlain soared past Andrich and into third, while Whiting began to pressure Andrich. Up front Emig and Huffman made good use of their supercross skills, pulling away from Chamberlain.

The battle for fourth between Andrich and Whiting had heated up, with the two making contact in the corners. This duel continued lap after lap until late in the moto, when Whiting took advantage of Andrich, who went wide in the switchback.

With two laps remaining, the top five remained close, with Emig taking the checkered a short distance in front of Huffman and Chamberlain.

Moto two saw Emig rocket into the first turn in front, and Huffman stayed with him for a lap before falling back. By this time the pair had left Chamberlain and Whiting to fight for third. On the third lap Whiting jumped inside of Chamberlain as the pair cleared the finish-line tabletop, but on the following lap Chamberlain edged out Whiting in the same spot.

Yutchiro Kawashina had worked his way up into fifth, but was feeling the pressure from Kengo Hamba and Canadian Steve Skibe. The trio was working hard in an effort to close on the leaders, and gave the spectators plenty to watch.

Up front Emig was styling for the crowd over the jumps, and a short distance back Huffman was doing the same.

Chamberlain had opened up a gap back to Whiting, and the top four positions were established. Late in the moto Hamba pulled off the track with mechanical problems and this left fifth up to Kawashina and Skibe. Skibe outpowered his adversary and on the last lap took command of fifth. This established not only the top five for moto two but also the overall finishing positions. Emig took home the largest share of the Pro purse, and donated an autographed jersey to the top winners in the mini classes.

Results

P/W STK BEG D-A: 1. Eric Hunter (Yam); 2. Ricky Oliver (Yam); 3. Brian Myles (Yam); 4. Eric Miller (Yam); 5. Christopher Renshaw (Yam).

P/W STK BEG D-B: 1. Joshua Grant (Yam); 2. Gregory Jones (Yam); 3. Matthew Brewer (Yam); 4. Andy Vandebere (Yam); 5. Mark Atkins (Yam).

P/W STK D-A: 1. Joe Hamilton (Yam); 2. Dayton Beavers (Yam).

P/W STK D-B: 1. Andew Renshaw (Yam); 2. Kevin Folgheraiter (Suz); 3. J.R. Williams (Yam); 4. Travis Miller (Yam).

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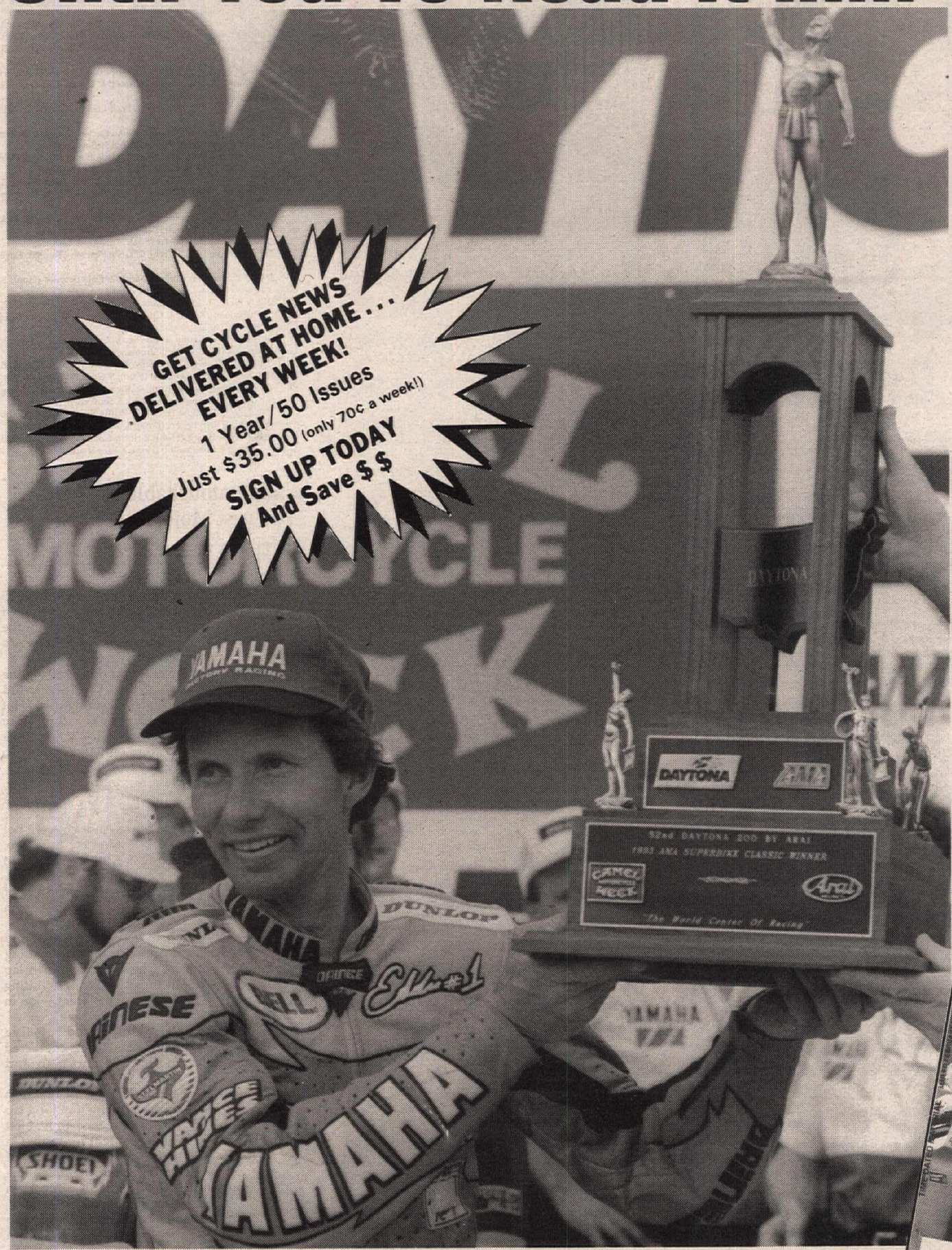

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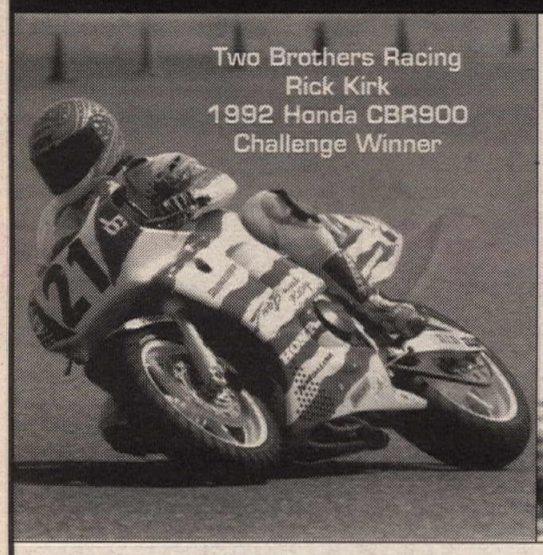

Team Honda's Jeff Stanton
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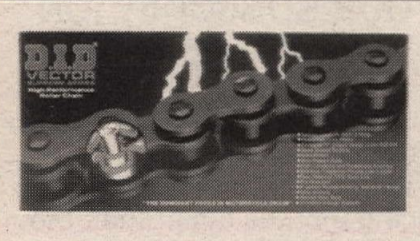
and 250cc MX Champion



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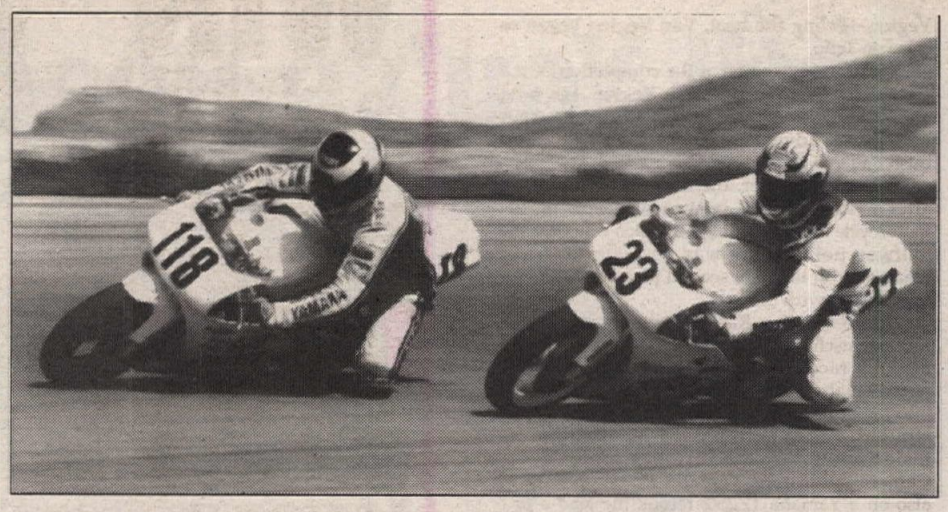

Jason Paden (118) couldn't hold off winner Nick Ienatsch (23) at Willow Springs.

P/W MOD D-A: 1. Dayton Beavers (Yam).
P/W MOD D-B: 1. Andrew Renslow (Yam); 2. Dayton Beavers (Yam); 3. Justin Lavae (Yam).
50 P/W D-A: 1. Cole Wallace (Yam).
50 P/W D-B: 1. Andrew Renslow.
60 (9-11): 1. Emitt Kling (Kaw); 2. Jeremy Kelper (Kaw); 3. Johner Faulkner (Kaw); 4. Chris Hunsinger (Kaw); 5. Brandon Staddan (Kaw).
60 (6-8): 1. Jason Ciarletta (Kaw); 2. Austin Kones (Kaw); 3. David Moreno (Kaw);
4. Ryan Couse (Kaw).
80 (8-11): 1. Danny Wilson (Suz); 2. Richard Kutbach (Hon); 3. Austin Jones (Kaw); 4. Halden George (Kaw); 5. Chris Hunsinger (Suz).
80 (12-16) BEG: 1. Eddie Nichols (Hon); 2. John Granland (Suz); 3. Chris Honnold (Kaw); 4. Brad Muckelroy (Kaw); 5. Mike Powers (Suz).
80 (12-16): 1. Danny Carlton (Kaw); 2. Jason Abbott (Suz); 3. Josh Carter (Yam); 4. Jason Roofe (Kaw); 5. Dave Ramsey (Yam).
125 BEG D-1: 1. Glen Branson (Suz); 2. Mark Reyes (Hon); 3. Ephraim Benjamin (Suz); 4. Jamie Myers (Kaw); 5. Kevin Guthrie (Kaw).
125 BEG D-2: 1. Brian Brown (Hon); 2. John Bracamont (Yam); 3. Jason Padilla (Kaw); 4. Joe Minor (Suz); 5. Chris Kemp (KTM).
125 NOV: 1. Dave Hughes (Suz); 2. Todd Gravit (Hon); 3. John Bristol (Kaw); 4. Steve Wamboldt (Hon); 5. Drue Holdman (Suz).
125 INT: 1. Jeff Willoh (Kaw); 2. Patrick McMullen (Hon); 3. Travis Preston (Kaw); 4. J.J. Petchel (Yam); 5. Dave Ferrier (Kaw).
125 PRO: 1. Jeff Emig (Yam); 2. Damon Huffman (Suz); 3. Mike Chamberlain (Kaw); 4. A.J. Whiting (Yam); 5. Steve Skibe (Suz).
250 BEG: 1. Chris Nelson (Kaw); 2.Chris Alvarado (Kaw); 3. J. Michael Clark (Yam); 4. Michael Clark; 5. Mark Matheis (Suz).
250 INT: 1. Patrick McMullen (Hon); 2. John Sereika (Kaw); 3. Joe Lozano (Hon); 4. Ty Kady (Kaw).
250 PRO: 1. Jeff Emig (Yam); 2. Mike Chamberlain (Kaw); 3. Marc Peters (Yam); 4. Ryulchiro Takahama (Hon); 5. Ray McIntosh (Kaw).
500 NOV: 1. Dave Boyd (Hon).
JR VET BEG: 1. Paul McPhail (Suz); 2. Chris Alamagos (Suz); 3. John Dean (Suz); 4. Michael Crane (Suz); 5. Larry Baker (Yam).
JR VET NOV: 1. Marc Brook (Suz); 2. Jeff Fish (Kaw); 3. Robert Webber (Kaw).
VET BEG: 1. Chris Kemp (KTM); 2. Keith Dean (Hon); 3. Mike Conner (Yam); 4. Jim Stentz (Hon); 5. Bob Colon (Hon).
VET NOV: 1. Tony Feldhaus (Hon); 2. Jon Thomas (Hon); 3. Glenn Weidma (Suz); 4. Bob Wagner (Hon); 5. Kirk Bassett (Hon).
JR VET/VET OPEN: 1. Mark Brooks (Suz); 2. Scott McKey (Yam); 3. Craig Hofmeister (Hon); 4. Gary Jones (KTM); 5. Ron Taylor (Yam).

Sweetland smokes Vulture Mine 100

By Anthony H. Tellier

WICKENBERG, AZ, MAR. 21
Kawasaki Team Green's Garth Sweetland continued his winning ways with a decisive victory over local Kawasaki rider Ken Kozlik and KTM-mounted Destry Abbott in the ADRA's 19th Vulture 100. Sweetland smoothly - even delicately - rode his KX500 over the rocky and wash-punctuated course while others suffered mechanical woes and problems with the heat.

Abbott held a 50-yard lead during the first lap - after which Sweetland upped the ante and took charge over the technical route that utilized a significant portion of last October's National Hare Scrambles course. While his overall pace did not reflect the true potential of the difficult course to wound the unwary, riders back in the 117-strong field had to avoid lush stands of jumping cactus and sharp-edged rocks exposed by the seemingly unrelenting winter rains that inundated the Phoenix area.

Bryan Bruning had a stylish ride even though he suffered clutch problems. However, even with failing fork seals on his YZ, Bruning continued to ride strong, and his efforts were rewarded with a sixth-place finish in the Open Expert division - on his 250.

Joe Struttman had not been doing much riding recently and was assailed with pre-race doubts: "I'm so rusty, I don't know how I'll do. I'd like to do well before I go back to Michigan to work for Ford."

Rusty? The ex-jet engineer blitzed the field while winning the +30 Vet class over Ray Plourde, and taking 22nd overall on his old YZ.

"He (Plourde) started in front of me," said Struttman. "I had to pass and then re-pass him after my pit. It was a tough day - hot."

One rider to keep an eye on was Matt Murphy who, was on a mini machine just last year. The ADRA bumped him from Beginner to Amateur, and he won the 200cc Amateur class by five minutes over Taylor Yancey, also scoring 15th overall. Murphy was literally attacking the sandy course, which did not particularly favor his CR125.

Another of the bumper crop of displaced mini riders was Kurt Schulz, who dominated the 200cc Beginner division.

Tom Schmid finished 28th overall while winning the +50 Vet class - and was the only rider in the division to do the full four laps. Schmid liked the course, but did step off after finding a hidden rock in a downhill sandwash. Schmid had a 14-minute lead on Joe Prosser after three laps.

Kate Kochenderfer continued her winning ways with yet another win in the Ladies' class, this time over Cindy Cloud.

Results

O/A: 1.Garth Sweetland (Kaw); 2. Ken Kozlick (Kaw); 3. Destry Abbott (KTM); 4. Gwin Vaughn (Hon); 5. Pat Prosser (Hus).
MINI BEG: 1. Mike Perry (Hon).
MINI NOV: 1. Kelly Yancey (Kaw).
MINI AM: 1. Dayton Raper (Kaw).
200 BEG: 1. Kurt Schulz (Suz).
200 NOV: 1. Kit Stokes (Kaw)
200 AM: 1. Matt Murphy (Hon).
250 BEG: 1. Matt Mullis (Kaw).
250 NOV: 1. Don Yancev. Jr. (Yam).
OPEN BEG: 1. Victor Encinas (Hon).
OPEN NOV: 1. Frank Renner (Hon).
OPEN AM: 1. Tom Freimuth (Kaw).
OPEN EX: 1. Garth Sweetland (Kaw).
+28 EX: 1. Gwin Vaughn (Hon).
+38 EX: 1. Wayne Decklever (Kaw).
+30 AM: 1. Neil Goodell (Hon).
+30 VET: 1. Joe Struttman (Yam).
+40 VET: 1. Kent Nicholls (KTM).
+50 VET: 1. Tom Schmid (Hon).
CLASSIC: 1. Alan Kim (Hon).
VINT: 1.Todd Griswold (Suz).
LADIES: 1. Kate Kochenderfer (Hon).
SPTSMN: 1. Larry Jannusch (Hon).

Ienatsch doubles in Willow RR

By Eric Vincent

ROSAMOND, CA, MAR. 20-21
Nick Ienatsch rode to victory in both the Formula One and Formula Two races during the third round of Willow Springs Motorcycle Club (WSMC) competition at Willow Springs International Raceway.

Many of the top competitors in the Toyota/Dunlop/Del Amo Motors/Budweiser-sponsored Formula One Grand Prix race were in Florida to compete in a WERA race in Florida. Those included Chuck Graves, Robert Miller and current F-1 points leader Paul Harrell.

When the green flagged dropped, it was Jim Van Vegten who grabbed the holeshot off the line on his Risky Business Racing-sponsored Yamaha FZR1000. He was followed by Peter Christiansen, with Bruce Tebo running third and Ienatsch fourth. Heading into turn eight on the first lap, Christiansen moved up on Van Vegten, went to the inside and powered past to take over the lead.

By the second lap, the top four riders had separated themselves from the rest of the pack. Ienatsch suddenly leaped through the top three on his Extreme Lean Motorsports-sponsored Yamaha TZ250, emerging with the lead after passing Christiansen in turn five.

Seeming to follow Ienatsch's example, Tebo suddenly moved past Van Vegten in turn one, then passed Christiansen in the next turn putting himself up into second on his Gary McDonald Racing Services/Del Amo Motors-sponsored Suzuki GSXR1100.

As the riders completed the fourth lap, Christiansen suddenly pulled out of the race with a mechanical problem. That left Ienatsch out front with Tebo second, Van Vegten third and Jason Paden now running fourth. In the next few laps, Paden began to challenge Van

Vegten. Feeling the heat, Van Vegten began to close on Tebo.

Rounding turn nine at the completion of lap eight, Paden moved past Van Vegten. His hold on third was short-lived as Van Vegten used his horsepower advantage on the front straight to push Paden back.

A half a lap later, the race was red-flagged after a rider crashed in turn two, leaving his motorcycle on the track. As the race was past the halfway point, there was no restart, giving Ienatsch with the win, second place to Tebo and Van Vegten with third.

In the Maxima Racing Oil-sponsored F-II race, Ienatsch and Paden jumped off the line and began a race-long battle for the win. Paden paced Ienatsch during the first lap, then moved into his draft as the riders came down the front straight. Paden then passed Ienatsch on the inside going through turn one on his Cine-Camera-sponsored Yamaha TZ250. Ienatsch, also on a Yamaha TZ250, retook the lead a few turns later and the two riders would continue to exchange the top position for the remainder of the race while turning in near-record 1:26 lap times.

At the same time, a number of riders were trying to establish themselves in third. After a few laps, it was Long Beach Vance & Hines-sponsored Willie Burr emerging in that position on a recently acquired Yamaha TZ250.

By the halfway point, Paden and Ienatsch had opened up a gap on the rest of the field. A pattern had developed in which Paden would hold the lead for most of the lap only to have Ienatsch pass him up in the tight turns two and three. But as the laps clicked off, Ienatsch was finally able to hold the lead for a full lap, but Paden was unrelenting. Rounding turn nine for the final time, Paden made a final push on Ienatsch, but came up just short at the line, giving Ienatsch the win with Paden second and Burr third.

Results

OPEN S/STK: 1. Antony Lupo (Suz); 2. Curtis Adams (Suz); 3. Orlando Pablo (Suz); 4. Jim Van Vegten (Yam); 5. Eric Nugent (Suz).

750cc MOD PROD: 1. Walt Dorsch (Suz); 2. Michael Fickinger; 3. Don Lemelin (Kaw); 4. Frank Aragaki (Yam); 5. Rob Fletcher (Suz).

550 S/BK: 1. Nick Ienatsch (Yam); 2. Dave Koskinen (Yam); 3. Frank Aragaki (Yam); 4. Brian Garbellini (Yam); 5. Earl Roloff (Kaw).

F-40: 1. Don Grijalva (Yam); 2. John McMahon (Hon); 3. Jeffery Carter (Yam); 4. Dennis Smith; 5. Joji Tokumoto (Yam).

650 S/BK: 1. Tim Tillman (Hon); 2. J. Andrew Milton (Hon); 3. Walt Dorsch (Suz); 4. Ritchie Thorp (Suz); 5. Bruce Tebo (Suz).

OPEN S/BK: 1. Ken Reynolds (Suz); 2. Bruce Tebo (Suz); 3. Jim Van Vegten (Yam); 4. Nick Ienatsch (Yam); 5. Anthony Lupo (Yam).

750 S/BK: 1. Paolo Zeppa (Suz); 2. Michael Benson (Kaw); 3. Richard Mann (Suz); 4. Kenny Kopecky (Suz); 5. Don Lemelin (Suz).

BOTT H/WT: 1. Tom Aquino (Duc); 2. Patrick Murray (Yam); 3. Lloyd Johnson (Duc); 4. David Wheeler (Duc); 5. Carl Legaspi (H-D).

BOTT L/WT: 1. Earl Roloff (Kaw); 2. Richard Munn (Suz); 3. Jerry Jirkovsky (Kaw); 4. Dave Koskinen (Yam); 5. Charles Burnett (Hon).

F-3 GP: 1. Kevin Murray (Hon); 2. Joji Tokumoto (Yam); 3. Scott Brechbiel (Hon); 4. Scot MacAdam (Hon); 5. Jacqueline Joret.

600 SINGLES: 1. Franz Volpi (Yam); 2. Kirk Thompson (Yam); 3. Ronald Ringsrud (Yam); 4. Andy Seidlinger (Yam); 5. Rick Kohler (Yam).

500 SINGLES: 1. Patrick Russell (Yam); 2. Kevin Johnson (Yam); 3. Archie Slaven (Yam); 4. Scott Fabbro (Hon); 5. Kevin Dowhower (Yam).

500 S/STK: 1. Daniel Equihua (Yam); 2. Brian Garbellini (Yam); 3. Ross Wells; 4. Craig Arcuri (Kaw); 5. Joji Tokumoto (Yam).

BOTT VINT: 1. David Wheeler (Duc); 2. Bill Fennessy (Yam); 3. Carl Legaspi (H-D); 4. David Fiorelli (H-D).

750 S/STK: 1. James Randolph (Suz); 2. Nick Ienatsch (Yam); 3. Mark McDaniel (Suz); 4. Anthony Lupo (Suz); 5. Rob Fletcher (Suz).

OPEN MOD PROD: 1. Bruce Tebo (Suz); 2. Richard Munn (Suz); 3. Orlando Pablo (Suz); 4. Eric Nugent (Suz); 5. Jim Van Vegten (Yam).

F-II GP: 1. Nick Ienatsch (Yam); 2. Jason Paden (Yam); 3. Willie Burr (Yam); 4. Mike Montoya (Yam); 5. Craig Avery (Yam).

600 S/STK: 1. Bruce Tebo (Suz); 2. Tim Tillman (Hon); 3. Ritchie Thorp (Suz); 4. J. Andrew Milton (Hon); 5. Mark McDaniel (Suz).

F-I GP: 1. Nick Ienatsch (Yam); 2. Bruce Tebo (Suz); 3. Jim Van Vegten (Yam); 4. Jason Paden (Yam); 5. Ken Reynolds (Suz).

600 MOD PROD: 1. Tim Tillman (Hon); 2. J. Andrew Milton (Hon); 3. Walt Dorsch (Suz); 4. Jeffery Barton (Yam); 5. Bruce Tebo (Suz).

500 MOD PROD: 1. Earl Roloff (Kaw); 2. Brian Garbellini (Yam); 3. Daniel Equihua (Yam); 4. Ben Welch (Yam); 5. Guy Celestre (Yam).

FORMULA SINGLES: 1. Kevin Johnson (Yam); 2. Franz Volpi (Yam); 3. Kirk Thompson (Yam); 4. Ronald Ringsrud (Yam); 5. Steve Tecchke (Yam).

500 NOV: 1. David Diaz (Suz); 2. Zachary Moore; 3. Ehud Harrari (Yam); 4. Wesley Tostubo (Hon); 5. Robert Perkins (Yam).

650 NOV: 1. Don Becklin (Hon); 2. Jeff Cardarelle (Yam); 3. Jerry Evans Jr. (Hon); 4. David Cook (Hon); 5. Chad Rolland (Hon).

OPEN NOV: 1. Derek McKesson (Suz); 2. Rand Tripp (Suz); 3. Dana Owen (Hon); 4. John Hilton (Hon); 5. Danny Ayala (Suz).

Schwindt sails to win at Silver State Motocross

By Joan Tiearney

CARSON CITY, NV, MAR. 21

Good Times Kawasaki-backed John Schwindt aced both motos in the 125cc Beginner class at Silver State Raceway and Justin Tiearney did likewise in the 250cc Intermediate class.

Michael Mahlun got the holeshot in the first 125cc Beginner class moto, but he couldn't hold

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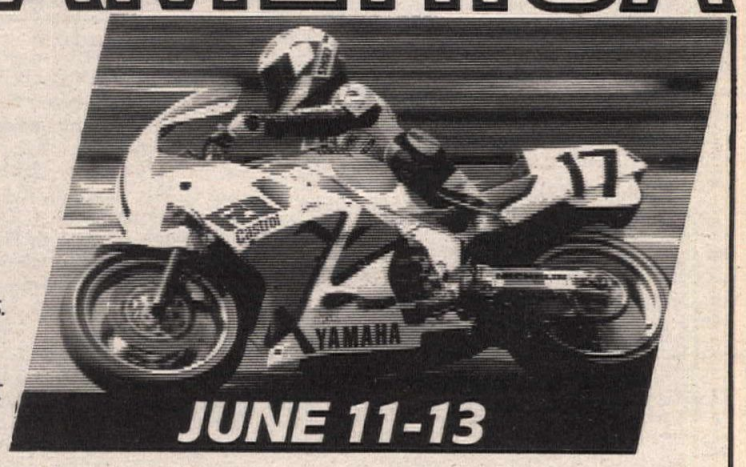

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CYCLE NEWS

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A muddy Joel Dengler passed Pete Jastremski (188) for the Powerline MX 125cc A win.

off Schwindt and dropped to second. Mahlun was then dropped to third by Doug Force and the top three was set. Schwindt rode a great race and went on to an unchallenged win. Force took runner-up honors ahead of Mahlun. Joe Machado was fourth with Douglas Payne taking fifth after a mid-pack start.

When the field left the gate at the start to the second moto, Schwindt claimed the holeshot and built up a comfortable lead. Joe Specchio, who had finished seventh in the first moto, held down second for the first two laps but was dropped to third by Force on lap three. Schwindt went on to win with Force once again taking runner-up honors in the moto and overall results. Specchio's 7-3 moto tally earned him fourth overall behind Mahlun who logged a fourth in the moto to garner third place overall.

O'Neal/PJ1/Big Valley Honda/WOR-supported Justin Tiearney stomped the competition in the 250cc Intermediate class. Tiearney left the Intermediate division riders behind in both of the combined 125cc Pro/250cc Intermediate motos. In the first moto he finished third overall and in the second go he again reeled in a few Pro class riders while sailing to an overall class win. Mark Nason was second overall in the Intermediate class with a 2-3 performance.

Results

P/W 50: 1. Jimmy Hazel (Yam); 2. Beth Carter (Yam); 3. Ricky Hoskin (Yam).

60cc: 1. Dustin Miller (Kaw); 2. Richard Duncan (Kaw); 3. Josh Carter (Kaw); 4. Steven Hawkins (Kaw); 5. Jimmy Hazel (Yam).

80 BEG: 1. Justin Morton (Kaw);2. Josh Duncan (Kaw); 3. Dustin Miller (Kaw); 4. Cody Killam (Kaw); 5. Josh Carter (Kaw).

80cc (9-11): 1. Nathan Tiearney (Hon); 2. Justin Scullen (Kaw).

125 BEG: 1. John Schwindt (Kaw); 2. Doug Force (Hon); 3. Michael Mahlun (Hon); 4. Joe Speech (Hon); 5. Joe Machado (Hon).

125 JR: 1. John Depaun (Hon); 2. Wayne Hunter (Suz); 3. Pat Foster (Suz); 4. Jess Merrithew (Suz); 5. Jason Hurst (Kaw).

125 PRO: 1. Shane Esposito (Kaw); 2. Darrell Chapman (Kaw); 3. Steve Garnett (Suz); 4. Shaun Carmichael (Kaw).

250 BEG: 1. Jeromie Sorhovet (Suz); 2. Ray Marshall (Yam); 3. John Carlson (Kaw); 4. Curtis Weethee (Kaw); 5. Bill Rose (Yam).

250 JR: 1. Willie Heiss (Kaw); 2. Darin Ernst (Kaw); 3. Richard Barker (Suz); 4. Greg King (Kaw); 5. Greg Muto (Hon).

250 INT: 1. Justin Tiearney (Hon); 2. Mark Nason (Kaw); 3. Dan Cordle (Hon); 4. Joey Schultz (Yam); 5. Russ Johnson (Kaw).

250 PRO: 1. Dave Coupe (Hon); 2: John Start (Yam); 3. Scott Stillmock (Hon); 4. Sven Stillmock (Suz); 5. Steve Garnett (Suz).

500 BEG: 1. Dave Brooks (Hon).

VET JR: 1. Mike Hagen (Yam); 2. John Dirickson (Hon); 3. Keith Chandler (Hon); 4. Melvin Sorem (Hon); 5. Kevin Beall (Hon).

VET INT: 1. Mark Dufourney (Kaw); 2. Jeff McCullum (Hon); 3. Eric Metcalf (Zun); 4. Dan Schaller (Hon); 5. Steve Mason (Suz).

VET PRO: 1. Dave Coupe' (Hon); 2. Randy Chapman (Suz); 3. Rich Thorwaldson (Hon); 4. Tim Dyer (Hon); 5. Mark Nason (Suz).

OLD TIMER JR.: 1. Tim Hansen (Suz); 2. Nancy Stillmock (Suz).

OLD TIMER INT: 1. Bob Fabel (Hon); 2. George Smith (Hon); 3. Pat Dunlap (Hon).

OLD TIMER MSTR: 1. Tom Muto (Hon); 2. Charles Grant (Hon); 3. Russell Johnson (Kaw).

Pelton pelts Glen Helen ST

By Fred Windum

SAN BERNARDINO, CA, MAR. 14

Dave Pelton mastered Glen Helen Raceway's dirt oval to take home top honors in the main event at Jim Fishback's Sunday Fun Races.

Pelton's victory establishes his claim as the top class C racer on the southern California short track scene.

Heat one was led by Dennis Briggs on a DTX YZ250, chased by Rick Schroeder and Elliott Iverson, both TT500-mounted. Iverson's bike began to make strange noises, and he dropped to the back of the pack, allowing Jeff Arnold and speedway great Brad Oxley a shot at the lead. Briggs left Schroeder and scored the win.

Briggs led the pack into the first turn in the second heat, with Pelton hot on his heels. Jerry Young stuffed his new 605 Wood-Rotax into third ahead of Elliott Iverson. Pelton hounded the Yamaha of Briggs for the remainder of the race, but couldn't quite find his way around. Young, Iverson and Schroeder filled out the top five.

When the tapes went up for the main, the familiar Yamaha of Briggs showed the fast way around in the lead. Pelton and Schroeder battled for second, with Pelton out-powering Schroeder. Young and Iverson tried to stay close.

As the laps wore down, Pelton made his way up to the leader's back tire, trying to find a way around. The track allowed several lines around, and Pelton took full advantage of that fact to work up to the outside of Briggs. The pair stayed side by side up to the last corner of the white-flag lap, where Briggs lit up the rear tire. Pelton's big four-stroke hooked up to put him in front by a wheel at the checkered flag. Schroeder, Young and Iverson cruised in behind.

Results

MAIN: 1. Dave Pelton (W-R); 2. Dennis Briggs (Yam); 3. Rick Schroeder (Yam); 4. Jerry Young (W-R); 5. Elliott Iverson (Yam); 6. Brad Oxley (Hon); 7. Jeff Arnold (Hus); 8. Tommy Burcher (Yam).

Dengler dazzles Powerline MX

By Paula Brown
Photo by Bill Cooper

NEW EGYPT, NJ, MAR. 28

Joel Dengler was the big winner for the day at the opening round of the Tucker-Rocky Series at Powerline Park, taking wins in the Dash for Cash and 125cc Expert classes.

The race featured a record-breaking entry list of over 600 riders, who came out to do battle despite the inclement weather. Riders from as far away as snowbound Vermont and New Hampshire made the trip to do some early-season racing. The rains came early on, making conditions extremely slick. All had their skills challenged on the deeply rutted track, and race winners from all classes received merchandise contingencies in addition to the customary trophies, and one lucky rider won a 1993 Yamaha YZ125. Because of the weather, classes only ran one moto each.

Dengler granted Pete Jastremski the lead until the middle of lap two of the 125cc Expert class, then captured the top spot and held it until the checkered flag. Jastremski succeeded in holding off Kevin Crine to post a third-place finish. Ty Wallace, back after a long absence due to injuries, gave a decent showing, placing fourth.

Mike Spear led every lap he ran in the Open Expert class. Spear sped out of the gate off the start, developing an early lead. Nell Woerner kept a fairly even pace behind him, maintaining his second spot. Don Wanat was keeping the heat on Woerner for second, but could not get up enough speed on the soaked and rutted track to overtake him. When the final flag came down, Spear sailed through the overall winner, with Woerner in second. Wanat took the third spot.

The Open Expert class was a repeat performance for Spear, this time defending his top spot against Pro-Pilot's Jim Kapitan. Spear's lead was strong throughout the four-lap moto, and he finished first with Kapitan coming in second.

Keith Troccoll pounced on the 250cc Expert moto, nabbing the holeshot and posting the win. Dengler was not far behind and was closing in when he tangled with a lapped rider and lost time. Troccoll kept his lead, and Dengler finished second. Mick Kessier, recovering from a bad start and contending with the muddy track, worked his way up from the middle of the pack to come through with a third-place finish.

Senior Experts Jerry Selp and Phil Carlin took to the track in a combined moto with the Super Senior class. Selp was the front-runner throughout the majority of the race, with Carlin putting on pressure from the second spot. Bruce Dengler took off into the fray and came up the winner of his class, William Sody taking second place.

Rich Schmidt did not let the weather or his recent injuries stop him from winning the 250cc Expert division. Schmidt took the win after three very strong laps ahead of Ralph Delanzo, Ron Durham, and Chad Smith, who respectively finished second, third, and fourth.

Most of the racers stuck out the rain and the mud to attend the drawing for the 1993 Yamaha YZ125, which was donated by East Hanover Honda/Yamaha. When the winning number was called, Ed Sargeant, who sponsors Ed Hyman, was the winning man with a big grin and the new bike.

Results

80 (10-11): 1. C. Hunter (Hon); 2. S. Russo (Kaw); 3. J. Cook (Kaw); 4. B. Sody (Kaw).

80 (12-13): 1. J. Harper (Yam); 2. E. Hyman (Suz); 3. A. Hughes (Suz); 4. L. Catlin (Hon); 5. J. Tippin (Kaw).

80 (14-15): 1. J. Schneider (Hon); 2. D. Umhoeffer (Yam); 3. M. Umhoeffer (Yam); 4. A. Jagaro (Kaw); 5. B. Smith (Kaw).

OPEN MINI: 1. M. Megonigal.

125 NOV A: 1. T. Degaray (Kaw); 2. J. Smith (Suz); 3. N. Girting (Yam); 4. L. Dellolio (Suz); 5. B. Trachin (Kaw).

125 NOV B: 1. D. Born (Hon); 2. J. Monteforte (Hon); 3. N. McCabe (Yam); 4. J. Macklin (Kaw); 5. B. Stephens (Suz).

OPEN AM: 1. M. Rossi (Hon); 2. D. Espinosa (Hus); 3. W. Procanyn (Kaw); 4. D. Pancoast (Kaw); 5. G. Frutchey (Kaw).

DASH: 1. J. Dengler; 2. K. Troccoll; 3. J. Kapitan; 4. P. Jastremski; 5. C. Gurnee.

250 AM: 1. R. Schmidt (Suz); 2. R. Delanzo (Hon); 3. R. Durhan (Hon); 4. C. Smith (Hon); 5. B. Chanaguler (Suz).

SR AM: 1. G. Sherer (Yam); 2. S. Edelstein (Hon); 3. T. Petronglo (Hon); 4. C. Hatch (Hon); 5. Y. Alpert.

25+ AM: 1. G. List (Kaw); 2. K. Ellefsen (Kaw); 3. J. Martin (Hon); 4. W. Procanyn (Kaw); 5. R. Grover (Suz).

125 EX: 1. J. Dengler; 2. P. Jastremski; 3. K. Crine; 4. T. Wallace; 5. R. Zupko.

250 EX: 1. K. Troccoll; 2. J. Dengler; 3. M. Kessler; 4. P. Jastremski; 5. C. Gurnee.

OPEN EX: 1. M. Spear; 2. N. Woerner; 3. D. Wanat; 4. M. Galligan; 5. B. Burfield.

25+ EX: 1. M. Spear; 2. J. Kapitan; 3. M. Pillion; 4. J. McIlvaine; 5. M. Telsler.

125 AM: 1. R. Delanzo (Hon); 2. B. Leote (Kaw); 3. B. Berry (Hon); 4. T. Ulikowski (Hon); 5. W. Snook (Yam).

250 NOV A: 1. M. Rossi (Hon); 2. M. Arpa (Kaw); 3. K. Dillon (kaw); 4. D. Goosman (Suz); 5. P. Smith (Suz).

250 NOV B: 1. D. Wobser (Hon); 2. M. Depinto (Suz); 3. M. Heuring (Kaw); 4. C. Correla (Suz); 5. J. Hoffman (Yam).

SR EX: 1. J. Selp; 2. P. Carlin; 3. D. Wolfskill; 4. S. Stevens; 5. R. Carrino.

S/SR: 1. B. Dengler; 2. W. Sody; 3. P. Eckhart; 4. D. Hennessy; 5. J. Miner.

SCLBY: 1. N. Woerner (Hon); 2. B. Snook (Yam); 3. K. Plass (Kaw); 4. C. Chomko (Yam); 5. R. Dawson (Suz).

CLGBY: 1. 2. Blewett (Suz); 2. S. Moquin (Kaw); 3. T.Ullkowski (Hon); 4. B. Dizewoszewski (Hon); 5. M. Stevens (Hon).

Emerson emerges at Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, MAR. 28

John Emerson stole the win on the last lap in the 125cc Novice Modified class at the abbreviated fourth round of the CMMC Series at Barona Oaks Raceway.

Intermittent rain created a sloppy track, and the race was called after lunch when it began to hail. Only four classes got to race in both motos before the racing was halted.

In his only moto in the 125cc Novice Modified class, Emerson trailed Raymond Bowers until the next-to-last corner before stealing the win.

Chris Wheeler dominated the 12-15 division with a pair of wins. Apparently comfortable on the muddy track, Wheeler also won the 125cc Intermediate class.

Tyler King was another two-moto winner, topping the 16-21 race.

Dustin Nelson donned his rain gear and accumulated two first-place moto finishes in the Supermini class, then came back to dominate the 80cc Expert Modified division. Andy Harrington was able to close in on Nelson, during the first Supermini moto, but couldn't find enough traction to take over.

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Brad Millikan was able to win the 80cc Beginner division after getting a poor start and moving from eighth to first in three laps. Chad Schmidt managed a runner-up finish after leading the second lap.

After falling off the start of the first Pee Wee First-Timer moto, Dustin Good slashed through the 13-rider field and managed a fourth-place finish and second overall. Tanner Nelson won both motos for the overall.

Results

P/W STK: 1. Jesus Casillas (Yam); 2. Dustin Good (Yam); 3. Ryan Beat (Yam); 4. Cole Humphus (Suz); 5. David Meyers (Yam).

P/W (0-8): 1. Ryan Beat (Yam); 2. David Meyers (Yam); 3. Jonathan Rose (Yam); 4. Chris Camdillo (Yam); 5. Anthony Mauro (Yam).

P/W MOD (0-8): 1. Jonathan Rose (Yam); 2. Ryan Beat (Yam).

P/W 1ST TIME: 1. Tanner Lawson (Yam); 2. Billy Bloom (Yam); 3. Matthew Yawer (Yam); 4. Stephen Gartz (Yam); 5. Samantha Gundlach (Yam).

JR CYCLE STK (0-8): 1. Jesus Casillas Jr. (Kaw); 2. Dustin Good (Kaw); 3. Anthony Bruscella (Kaw); 4. Joey Clayton (Kaw); 5. Juan Sevilla (Kaw).

JR CYCLE STK (7-11): 1. Dustin Watson (Kaw); 2. Corey Macomber (Kaw); 3. Ross Garcia (Kaw); 4. Geoff Rader (Kaw).

JR CYCLE MOD (7-11): 1. Dustin Watson (Kaw); 2. Kyle Olson (Kaw); 3. Ross Garcia (Kaw).

80 BEG: 1. Brad Millikan (Kaw); 2. Chad Schmidt (Kaw); 3. Michael Crawford (Yam); 4. Richard Colantuono (Yam); 5. David Crawford (Yam).

80 NOV STK: 1. Jody Agostino (Suz).

80 INT STK: 1. Scott Conley (Suz); 2. Erik Helma (Kaw).

80 MOD INT: 1. Josh Tarantino (Yam); 2. Scott Conley (Suz).

80 MOD EX: 1. Dustin Nelson (Kaw); 2. Andy Harrington (Suz).

80 OPEN STK (9-11): 1. Geoff Rader (Suz); 2. John Hopkins (Suz); 3. Sean Hamblin (Yam); 4. Billy Laninovich (Suz); 5. Kirk Chandler (Hon).

SUPERMINI: 1. Dustin Nelson (Kaw); 2. Andy Harrington (Suz); 3. Josh Tarantino (Yam); 4. Erik Helma (Kaw); 5. Todd Clayton (Yam).

125 BEG: 1. Eric Elson (Suz); 2. Allen Colantuono (Suz); 3. Daiman Paterson (Kaw); 4. Brian Sadler (Kaw); 5. Tim Elkins (Suz).

125 NOV STK: 1. John Conrad (Yam); 2. Aaron Preman (Suz); 3. Cory Mortensen (Kaw); 4. Jeremy Schmidt (Kaw); 5. Rick Chak (Yam).

125 NOV MOD: 1. John Emerson (Yam); 2. Raymond Bowers (Kaw); 3. Andy Yates (Suz); 4. Jimmer Hollow (Suz); 5. Kevin Zrimzo (Kaw).

125 INT: 1. Chris Wheeler (Yam); 2. Angelo Ingrande (Hon).

125 (12-15) OPEN: 1. Chris Wheeler (Yam); 2. Tim Beatty (Yam); 3. Josh Warner (Hon); 4. Tim Tilton (Suz); 5. Tim Clayton Jr. (Hon).

125 (16-21): 1. Tyler King (Kaw); 2. Raymond Bowers (Kaw); 3. Jimmer Hollow (Suz); 4. John Emerson (Yam).

250 NOV: 1. Brian McDuffee (Yam); 2. Daniel Nichols (Suz); 3. John Duffy (Yam); 4. Rick Clark (Yam).

OLD PHART: 1. Donald Connelly (Suz); 2. Steve Laninovich (Hon); 3. Tim Clayton (Hon); 4. Carl Conley (Kaw); 5. Karl Scanlon (Yam).

Healey sweeps Starwest SX

By David Procida

PERRIS, CA, MAR. 27

Tuf Racing's Mike Healey took advantage of the 250% Pro payback at round two of the Starwest Racing Summer Series and took home a large amount of cash by winning all three of the Pro classes.

The 125c Pro class was the first of the elite to take to the track and it was the Arai/Smith/AXO/Tuf/Alpinestars/VP/Maxima/Renthal/Dunlop/No Fear/Joe Schmoe Graphics-backed Suzuki of Healey that burst into the lead. Close behind Healey was a pair of Yamahas, piloted by Donald Upton and Craig Canoy.

Canoy was attempting to get by Upton in the esses when he lost the front end and dropped back into the pack. Steve Andrich took over third with Steven Skiba and Yulchiro Kawashima rounding out the top five.

Skiba encountered problems in the whoops and Spud Walters moved into fifth. Canoy began to charge from the back of the pack and jumped over Skiba and into sixth.

Up front, Healey had opened up a three-second lead over Upton, who padded Healey's lead when he cased the Twin Peaks double and almost took a trip over the bars. This allowed the Walters/Canoy duel to close on Upton.

Healey met the checkered on the next lap with Upton a distant second. Walters held off Canoy's charges to the finish to claim third, and Skiba followed Canoy across the final tabletop.

Upton charged the gate and timed its fall perfectly to grab the holeshot in moto two, but his glory was short-lived as Healey flew past Upton as the pair cleared the Pyramid Jump and entered the esses.

From then on, the moto was almost a carbon copy of the first, with the exception of Canoy holding onto third until late in the moto when Walters dove under him in the esses to take third.

Healey took the overall win with the pecking order following the first moto results: Upton, Walters, Canoy and Skiba rounded out the top five.

Terry Fowler holeshot the first moto of the 250cc Pro class with Healey, Peter Melton and 1985 125cc National Champion Ron Lechien in tow.

Lechien, making a surprise visit, was showing good style but his long lay-off had affected his timing and speed. Up front, Fowler was holding his own, but Healey was closing for the kill.

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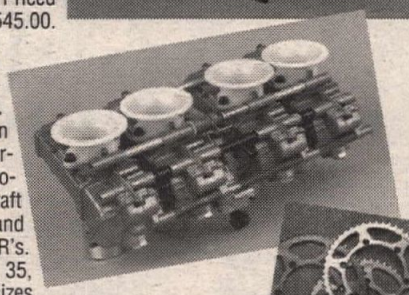

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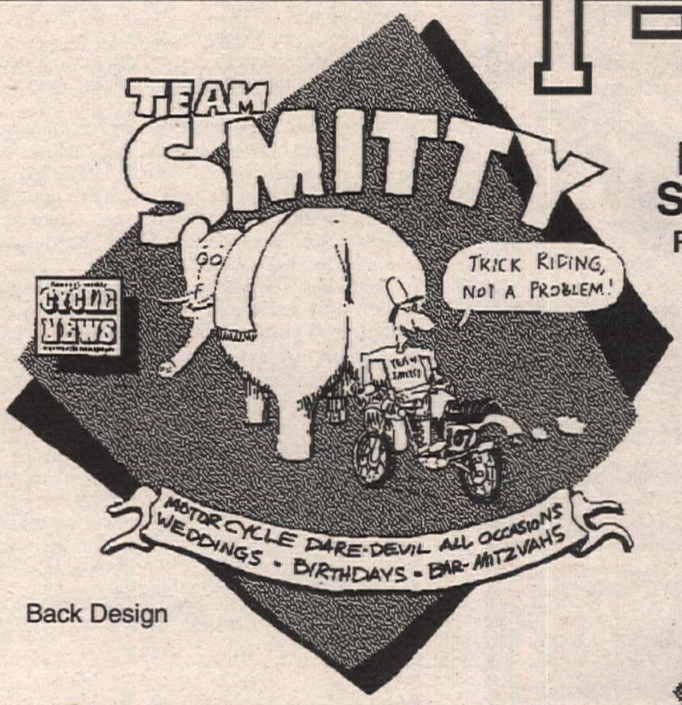

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SRA GP California Schedule
Members — Non Members
April 18 Carlsbad
May 23 Glen Helen
June 13 Glen Helen
Info (714) 957-2985

GFI RACING (909) 371-3434

Sat., Apr. 10	GFI Super Saturday Morning MX	Perris
Sat., Apr. 17	GFI Super Saturday Morning MX	Perris
Sat., Apr. 24	GFI Super Saturday Morning MX	Perris
Sat., May 1	White Bros. 4-Stroke TT	Perris
Sun., May 2	White Bros. 4-Stroke MX	Perris

A RIDER FOR THE RIDERS

EVENTS

Starwest SX action saw Jason Simmons top the 125cc Intermediate class with ease.

a 60 foot high-altitude double jump, Healey pulled alongside and then edged ahead of Fowler going into a deeply rutted switchback.

Upton hadn't gated very well and was making up for a poor start by demoting Skiba back to sixth and began to close in on Lechien. Up front, Fowler's problems escalated when Melton got by and the Lechien/Upton battle began to close in on him.

Upton made a clean pass on Lechien in the esses behind Animal Leap to take over fourth, and then railed an outside line around Fowler to take over third.

As the race came to a close, Upton managed to cut the gap between himself and Melton, but never got close enough to mount a challenge.

Up front, Healey had his red, black and yellow RM flying, and at the checkered enjoyed a 13-second lead over Melton. Upton, Fowler and Lechien rounded out the top five.

Moto two saw yet another Healey holeshot, while Upton gated much better and was in the number two position with Melton, Lechien and Fowler bunched up behind. Healey never showed any signs of tiring and led every lap of the race. Melton put a charge on Upton in the early laps, but couldn't maintain the rapid pace that Upton was keeping in hopes of catching Healey.

The order never changed throughout the moto and Healey took his fourth win of the night and his second overall win as well. Upton took second overall from Melton with a 3-2 score to Melton's 2-3, while Lechien did likewise to Fowler, bettering his 4-5 outing.

Healey trounced the competition in the 500cc Pro class aboard his Tuf Racing Kawasaki. In the six motos that he won, Healey led 59 out of 60 laps.

Results

60 6-8: 1. Jason Ciarletta (Kaw); 2. David McFarland (Kaw); 3. Ryar Couse (Kaw); 4. Eric Durrer; 5. Derrick McClintock (Kaw).

60 9-11: 1. Bryan McGavran (Kaw); 2. David McFarland (Kaw); 3. Ryan Couse (Kaw); 4. Eric Durrer (Kaw).

125 BEG: 1. Glenn Branson (Suz); 2. Mark Reyes (Hon); 3, Eonralm Benjamin (Suz); 4. Darren Rivers (Yam); 5. Brian Brown (Hon).

125 NOV: 1. Kenny Miller (Suz); 2. David Hughes (Suz); 3. Dean VanRipper (Kaw); 4. Drue Holdeman (Suz); 5. Todd Gravitt.

125 INT: 1. Pat McMullen (Hon); 2. Tim Staufenbell (Hon); 3, Mike Battista (Hon).

125 PRO: 1. Mike Healey (Suz); 2. Donald Upton (Yam); 3, Spud Walters (Suz);4.

Craig Canoy (Yam); 5. Steven Skiba (Suz).

250 INT: 1. Patrick McMullen (Hon); 2. John Serelka (Kaw); 3. Joe Lyzand (Hon).

250 PRO: 1. Mike Healey (Suz); 2. Donald Upton (Yam); 3. Peter Melton (Kaw); 4. Ron Lechien (Kaw); 5. Terry Fowler (Kaw).

25+ BEG: 1. Paul McPhall (Suz); 2. Larry Baker (Yam); 3. Jonn Dean (Suz); 4.

Robert McCool (Hon); 5. Ron Green (Yam).

30+ NOV: 1. Jim Stentz (Hon); 2. Ferran Piper (Kaw); 3. Dan McClintock (Yam); 4.

Chris Kemp (KTM) 5. Paul Evans.

25+-30+ NOV. 1, Mark Thucker (Suz); 2. Tony Feldhaus (Hon); 3. Jim Henn (Suz); 4, Eddie Moon (Yam); 5. Bob Muckeroy (Hon).

Lindstrom stars at Starwest SX

By David Procida

PERRIS, CA, MAR. 21

Karl Lindstrom put his AXO/Goki-sponsored Honda into the winner's circle with a pair of moto wins in the California Racing Club's 250cc Intermediate class at Starwest Supercross Park. Though he won both motos, it was by no means a cakewalk for Lindstrom.

In moto one, Lindstrom stormed out of the gate and charged into the tight first turn with Jason Simmons and Owen Dickson almost three across, but Lindstrom's speed carried him to the outside of the turn.

Simons pointed his Kawasaki KX250 into the inside line and slipped past Lindstrom to grab the holeshot, and the race was on. On the first lap, Simmons launched his Kawasaki over the King-Kong Double-Jump while Lindstrom only jumped half as far, but when the pair encountered the Twin-Peaks double it was Lindstrom making up lost ground on Simmons.

At the halfway point, Lindstrom's numerous attempts to pass Simmons were rewarded when Simmons overshot the turn following the Pyramid Jump. Simmons recovered quickly and was all over Lindstrom for the remainder of the moto, but never got the chance to displace the leader. Dickson was never far behind and finished a strong third.

When the gate fell for moto two, Lindstrom stuck to the inside line this time and took the holeshot with Simmons and Dickson hot on his heels. Simmons closed to Lindstrom's rear fender and began to stick a wheel in.

At mid-moto, Simmons launched his KX high off the King Kong double and actually passed Lindstrom in mid-air, but the Honda pilot held the inside line and led the way into the following corner.

This action went on turn after turn and lap after lap. Following in the corner after Animal Leap, contact was made between both riders, with neither giving an inch. Lindstrom had the inside line and gained the advantage going into the next turn and held onto the lead.

With two laps remaining, Simmons began to show signs of fatigue and backed off his pace a notch, but held a safe gap back to Dickson in third. The race came to a close with the top three spots reflecting the overall finishing positions as well.

Simmons returned in the 125cc Intermediate ranks and went undefeated. CN

Results

60 0-8: 1. Scott Howe (Kaw); 2. Daryl Ecklund (Kaw); 3. Eric Durrer (Kaw).

60 9-11: 1. Todd Gosselaar (Kaw); 2. Johner Faulkner (PAX) 3. J.J. Hall (Kaw); 4. Donnie Durrer (Kaw); 5. Justin Bonanno (Kaw).

80 9-11: 1. Shawm Mitchell (Kaw); 2. Tyson Tittlemier (Suz); 3. Jason Larkin (Kaw); 4. Robby Sclafani (Kaw); 5. Donnie Durrer.

80 BEG: 1. Andrew Labaador (Suz); 2. Dusty Walters (Yam); 3. Dennis A. Wyman (Yam); 5. Jason Dubin (Suz).

80 NOV: 1. Danny Montoya (Yam); 2. Noah Adams (Yam); 3. Christopher Gossilgar (Kaw); 4. Michael Collier (Kaw); 5. Joel Nelson (Yam).

80 INT: 1. Chris Rlanton (Yam).

DECADE: 1. Jason Trubey 2. Dal Trubey.

VINT NOV: 1. Scott Tremblay.

VINT INT: 1. Gary Egloff.

125 BEG: 1. Wes Faris (Hon); 2. Mike Sheets (Hon); 3. Travis Osbum 4. Mike Odom (Hon).

250 BEG: 1. Dan Dushey (Suz); 2. Darrell Hayes (Yam); 3. Ray Harp (Yam).

500 BEG: 1. Leo Saul (Hon); 2. John McMartin (Yam); 3. Dan Francis (Hus).

125 NOV: 1. Kenneth Reed 2. John Turner (Suz) 3. Kevin Jackson (Hon); 4. Mario Pace (Yam).

250 NOV: 1. Bryce Barker (Suz); 2. Brett Fortner (Hon); 3. Dan King (Yam); 4. David Martinez (Kaw).

125 INT: 1. Jason Simons (Kaw); 2. Loren Jenkins (Hon).

250 INT: 1. Karl Lindstrom (Hon); 2. Jason Simons (Kaw); 3. Owen Dickson (Kaw).

125 PRO: 1. Jimmy Lavorci (Suz).

JR VET BEG: 1. Robert Adomeit (Yam).

JR VET NOV: 1. Mike Wismer (Kaw); 2. Rod Dill (Hon).

JR VET INT: 1. Scott Murphy (Suz).

JR VET EXP: 1. Scotty Walker (Hon).

VET BEG: 1. Dave Hall (Kaw); 2. Tim Mitchell (Kaw); 3. Dennis Kinzebach (Hon); 4. Dave Dubin (Suz); 5. Ruthann Renaux (Suz).

VET NOV: 1. Leo Saul (CAG) 2. Blake Orgill (Kaw); 3. Steve Schrobdorf (Yam); 4. Alex Spinelli (Yam); 5. Ron Northrup (Suz).

VET INT: 1. Charlie Strong (Kaw).

VET EXP: 1. Scott Walker Jr. (Hon).

SR INT: 1. Ken Renaux (Hon).

SR NOV: 1. David Procida (Suz); 2. Ron Malone (Hon); 3. John Pack (Yam).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

* World C'ship Road Race Series

4/18	Suzuka, Japan
5/2	Jerez, Spain
5/16	Salzburg, Austria
6/13	Hockenheim, Germany
6/26	Assen, Holland
7/4	Catalunya, Spain
7/18	Mugello, Italy
8/1	Donington, England
8/15	Brno, Czechoslovakia
9/5	Misano, Italy
9/12	Laguna Seca, CA, USA
10/3	Kyalami, South Africa

* Tentative

World C'ship Superbike Road Race Series

4/9	Brands Hatch, England
5/9	Hockenheim, Germany
5/30	Albacete, Spain
6/13	Estoril, Portugal
6/27	Misano, Italy
7/11	Zeltweg, Austria
7/18	Brno, Czechoslovakia
8/8	Anderstorp, Sweden
8/22	Johor, Malaysia
8/29	Sugo, Japan
9/12	Assen, Holland
9/26	Monza, Italy
10/3	Donington Park, England
10/24	Mexico City, Mexico

World C'ship 125cc MX Series

4/18	Mons, Belgium
5/2	Nantwich, England
5/16	Gdynia, Poland
5/23	Berghem, Netherlands
6/6	Holice, Czechoslovakia
6/13	Gerstetten, Germany
6/20	Borgo Mag., San Marino
7/18	Laguepie, France
8/1	Interlagos, Brazil
8/8	Amtitlan, Guatemala
8/29	Janjimup, Australia

World C'ship 250cc MX Series

4/18	Payerne, Switzerland
4/25	Beaucaire, France
5/9	Sun City, South Africa
5/23	Laubus-Esch., Germany
6/13	Lommel, Belgium
6/20	Foxhill Park, England
6/27	Vernon Mount, Ireland
7/11	Maracay, Venezuela
7/18	Budds Creek, Maryland, USA
8/1	Nykoping, Sweden
8/8	Vantaa, Finland
8/22	Suzuka, Japan

Info 614/891-2425

World C'ship 500cc MX Series

5/9	Sittendorf, Austria
5/16	Nykoping, Sweden
5/23	Salo, Finland
6/6	Faenza, Italy
6/20	Kaposvar, Hungary
7/4	Arganil, Portugal
7/18	Mill, Netherlands
8/1	Namur, Belgium
8/8	Folkendange, Luxembourg
8/22	Sverepec, Czechoslovakia
8/29	Geneva, Switzerland

Motocross des Nations

9/12	Schwanenstadt, Austria

International Six Days Enduro

10/11-16	Assen, Holland

World C'ship Endurance Road Race Series

4/17-18	Le Mans, France
5/22-23	Catalunya, Spain
6/19-20	Anderstrop, Sweden
7/3-4	Francorchamps, Belgium
7/25	Suzuka, Japan
9/18-19	Paul Ricard, France
10/17	Johor, Malaysia
10/24	Phillip Island, Australia

World C'ship Observed Trials Series

4/18	Ettelbruck, Luxemburg
4/25	Bilstein, Belgium
5/23	Gefreen, Germany
5/30	Nepomuk, Czechoslovakia
6/6	Stryszow, Poland
6/27	Bergamo, Italy
7/4	Colombier-le-Vieux, France
7/18	Vielia, Spain
7/25	St. Julian, Andorra
9/5	Vantaa, Finland
9/12	Kinna, Sweden
9/26	Pateley Bridge, England

Trial des Nations

10/2	Kilbroney, Ireland

AMA Grand Nat'l C'ship Series

4/25	San Jose, CA M
5/1	Sacramento, CA M
5/8	Pomona, CA HM
5/30	Springfield. IL M
6/5	Mineralwells, WV HM
6/19	Dallas, TX HM
6/26	Lima, OH HM
7/3	Lake Odessa, MI HM
7/10	Hagerstown, MD HM
7/17-18	Syracuse, NY M
7/31	Oklahoma City, OK HM
8/8	Peoria, IL TT
8/11	Rapid City,SD HM
8/21	Indianapolis, IN M
8/28	Mineralwells, WV HM
9/5	Springfield, IL M
9/18	Castle Rock, WA TT
10/2	Sacramento, CA M
10/9	Pomona, CA HM

Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

5/22	Castle Rock, WA TT
6/13	Peoria, IL TT
7/24	Oxford, ME ST
9/11	Bellingham, WA ST

Info 61/891-2425

AMA 883 Nat'l C'ship Dirt Track Series

5/8	Ponoma, CA HM
6/5	Mineralwells, WV HM
6/19	Dallas, TX HM
6/26	Lima, OH HM
7/3	Lake Odessa, MI HM
7/10	Hagerstown, MD HM
7/18	Syracuse, NY M
8/11	Rapid City, SD HM
9/5	Springfield, IL M

Info 614/891-2425

AMA Continental Tire 883 Nat'l C'ship Series

4/18	Monterey, CA RR
6/5	Mineralwells, WV HM
6/9	Milwaukee, WI RR
6/13	Elkhart, WI RR
6/26	Lima, OH HM
8/11	Rapid City, SD HM
10/9	Ponoma, CA HM
10/24	Daytona Beach, FL RR

Info 614/891-2425

AMA Regional C'ship Dirt Track Series

5/22	Norwalk, OH HM
5/23	Springfield, OH HM
5/29	Springfield, IL M
5/31	York, PA HM
6/12	Dayton, OH HM
6/25	Orrville, OH HM
7/4	Frederick, MD HM
8/27	Greenville, OH HM
9/17	Castle Rock, WA TT

Info 614/891-2425

AMA Camel Supercross Series

4/17-18	Pontiac, MI
4/24	Indianapolis, IN
5/15	Pasadena, CA
6/5	San Jose, CA
6/12	Las Vegas, NV

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

5/2	Southwick, MA
5/30	Mt. Morris, PA
6/20	Sacramento, CA
7/4	Buchanan, MI
7/11	New Berlin, NY
7/25	Troy, OH
8/1	San Bernardino, CA

Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series

8/8	Washougal, WA
8/15	Millville, MN
8/29	Binghamton, NY
9/5	Delment, PA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

4/17-18	Monterey, CA
5/1-2	Charlotte, NC
6/12-13	Elkhart Lake, WI
6/19-20	Loudon, NH
7/17-18	Braselton, GA
7/31-8/1	Brainerd, MN
8/7-8	Lexington, OH
8/28-29	Sonoma, CA
10/2-3	Atlanta, GA

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

7/11	Hookstown, PA
7/25	S. Edmeston, NY
9/12	Millfield, OH
10/24	Flat River, MO
11/7	Wickenburg, AZ

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

4/18	Wellston, OH
5/2	Navarro, CA
5/23	Perkinston, MS
8/1	Teller City, CO
8/8	Lansing, MI
9/5	New Waverly, TX

Info 614/891-2425

AMA Nat'l Reliability Trials Series

4/22-25	Tulsa, OK
5/9	Stanhope, NJ
5/30	McArthur, OH
6/5-6	Boise, ID
6/11-13	Bellingham, WA
6/26-27	McMinnville, OR

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

4/18	Jericho, UT
5/15	Wells, NV
9/12	Wendover, NV
10/24	Lucerne Valley, CA

Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Nat'l Cross Country Series

4/18	Sharpsburg, MD
5/2	Boyers, PA
5/16	Brownsville, PA
6/6	Millfield, OH
6/20	Davis, WV
8/29	Laurelville, OH
9/19	Bunner Ridge, WV
10/3	Elkins, WV
10/17	Elizabeth, WV
10/31	Mt. Morris, PA

Info 304/594-1157

AMA Nat'l C'ship Hillclimb Series

5/16	Middlebury, IN
6/6	Jefferson, PA
6/13	Freemansburg, PA
6/20	Avoca, NY
7/11	Logan, OH
8/1	Jefferson, PA
9/12	Freemansburg, PA
9/19	Middlebury, IN
9/26	Jefferson, PA
10/10	Oregonia, OH

Info 614/891-2425

AMA Mid-South C'ship Winter Hare Scrambles Series

4/25	Greeneville, TN

Info 615/331-1475

AMA Southeastern Regional MX C'ship Mega Series

4/11	Kingport, TN
4/18	Blountville, TN
5/2	Macon, GA
5/16	Wytheville, VA
5/22-23	Blountville, TN
6/6	Kingsport, TN
6/13	Blountville, TN
7/4	Axton, VA
7/10-11	Blountville, TN
7/25	Wytheville, VA
8/1	London, KY
8/22	Blountville, TN
9/12	Blountville, TN
10/23-24	Blountville, TN

Info 615/323-5497

AMA/CCS C'ship Cup Series

4/10-11	SE MA Faulkville, GA
4/10-11	SC Topeka, KS
4/10-11	GL Grattan, MI
4/17-18	Laguna Seca, CA
4/17-18	MW GL Elkhart Lake, WI
4/24-25	SF W. Palm Beach, FL
4/24-25	NE Loudon, NH
4/24-25	SW Phoenix, AZ
5/1-2	Charlotte, NC
5/1-2	MA AHRMA Summit Point, WV
5/8-9	SF SE Talladega, AL
5/8-9	MW GL Beloit, IL

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Round #2 South Temecula Motorsports Park Sun 4-25
Round #3 South Blythe Raceway Sun 5-2
Round #4 North Marysville Riverfront Track Sat 5-8
Round #4 South Barona Oaks Raceway Sun 5-23
FINAL SHOOT-OUT
Round #5 All Riders Sunrise Valley Raceway Sat 5-29
Round #6 All Riders Sunrise Valley Raceway Sun 5-30
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Sat., Apr.10	Open MX Practice	8:00 A.M.
Sat., Apr.10	SCCA Car Rally	6:30 A.M.
Sat., Apr. 10	Speedway Kart Series Opener	2:00 P.M.
Sun., Apr. 11	Open MX Practice	8:00 A.M.
Sat., Apr. 17	No MX Practice	
Sat., April 17	Sand Drags	6:30 A.M.
Sun., Apr. 18	No MX Practice	
Sat., Apr. 24	No MX Practice	
Sun., Apr. 25	No MX Practice	6:30 A.M.
Sat., May 1	Open Kart Practice & Open MX Practice	8:00 A.M.
Sun., May 2	CRC GP & Open MX Prac.	6:30 A.M.
Thurs.	Open MX Practice G.P. Track - 8 a.m. to Dark; Speedway Track Open Practice	
Sat. & Sun.	Open MX Practice MX Track - 8 a.m. to 5 p.m. Except Sand Drag Weekends	

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CALENDAR

5/8-9 NE Loudon, NH
5/8-9 SC Talladega, AL
5/15-16 SW AHRMA Phoenix, AZ
5/22-23 MW GL Brainerd, MN
5/29-30 SF W. Palm Beach, FL
5/29-30 SE Faulkville, GA
5/29-30 NE Bridgehampton, NY
6/5-6 MW Beloit, IL
6/5-6 SW Las Vegas, NV
6/5-6 SC Topeka, KS
6/12-13 Elkhart Lake, WI
6/12-13 MA Summit Point, WV
6/12-13 MW GL Grattan, MI
6/12-13 NE Loudon, NH
6/19-20 Loudon, NH
6/19-20 SW Phoenix, AZ
6/26-27 SF SE AHRMA Braselton, GA
7/3-4 GL Grattan, MI
7/3-4 NE Bridgehampton, NY
7/3-4 SC Topeka, KS
7/10-11 SF W. Palm Beach, FL
7/17-18 Braselton, GA
7/17-18 MA Summit Point, WV
7/17-18 NE Loudon, NH
7/24-25 MW GL AHRMA Beloit, IL
7/31-8/1 Brainerd, MN
7/31-8/1 SF SE Faulkville, GA
7/31-8/1 NE Bridgehampton, NY
8/7-8 Lexington, OH
8/14-15 SF W. Palm Beach, FL
8/21-22 MW AHRMA Beloit, IL
8/28-29 Sears Point, CA
8/28-29 SF SE Talladega, AL
8/28-29 GL AHRMA Grattan, MI
8/28-29 NE Loudon, NH
9/4-5 SF SE Faulkville, GA
9/4-5 NE Bridgehampton, NY
9/4-5 SW Las Vegas, NV
9/11-12 MA Summit Point, WV
9/11-12 MW Beloit, IL
9/18-19 SF W. Palm Beach, CA
9/18-19 SE MA Braselton, GA
9/18-19 NE Loudon, NH
9/18-19 SW Phoenix, AZ
9/25-26 MW GL Grattan, MI
10/9-10 Pomona, CA
10/9-10 NE Loudon, NH
10/9-10 SW Phoenix, AZ
10/17 SF W. Palm Beach, CA
10/17 SC Topeka, KS
10/21-24 Daytona Beach, FL
12/12 SF W. Palm Beach, FL
Info 704/684-4297

AMA Loretta Lynn's Qualifying Series

Northeast Region

4/10 Hanover, PA
4/17-18 Fredericksburg, PA
4/24-25 Delmont, PA
5/8-9 Mexico, NY
5/15-16 Elizabeth, WV
5/22-23 Cobleskill, NY
6/12-13 Amateur Regional Walden, NY
6/26-27 Youth Regional Armaugh, PA

Southeast Region

4/10-11 Sanford, NC
4/17-18 Blountville, TN
4/24-25 Macon, GA
5/15-16 London, KY
6/5-6 Iron Station, NC
6/19-20 Youth Regional Macon, GA
6/26-27 Amateur Regional Society Hills, SC

Mideast Region

4/17-18 McArthur, OH
5/1-2 Sugar Grove, OH
5/8-9 Stanton, MI
5/15-16 Mitchell, IN
5/29-30 Millington, MI
6/19-20 Youth Regional Buchanan, MI
6/26-27 Amateur Regional Sheridan, IN

North Central Region

4/17-18 Cunningham, KY
5/15-16 Cato, WI
6/12-13 Youth Regional Lake Mills, WI
6/26-27 Amateur Regional Columbia, MO

South Central Region

4/18 Tyler, TX
5/2 Rio Vista, TX
6/26-27 Am/Youth Regional Rio Vista, TX

Southwest Region

5/22 Moreno, CA
6/19 Am/Youth Regional Moreno, CA

Northwest Region

4/17 Woodland, WA
4/25 Coeur D'Alene, ID
5/15 Roseburg, OR
5/30 Am/Youth Regional Washougal, WA
Info 614/891-2425

WERA Pro Road Race Series *

5/14-16 Braselton, GA
6/4-6 Kent, WA
7/10-11 Rosamond, CA
7/23-25 Clermont, IN
8/13-15 Pocono, PA
10/28-31 Braselton, GA
* Tentative
Info 916/582-0451

WERA Nat'l C'ship Series

Mid-Atlantic Region

4/24-25 Rockingham, NC
5/1-2 Garrettsville, OH
5/22-23 Summit Point, WV
6/5-6 Garrettsville, OH
6/19-20 Long Pond, PA
7/31-8/1 Rockingham, NC
8/7-8 Summit Point, WV
8/13-15 Long Pond, PA
9/4-5 Garrettsville, OH
10/2-3 Garrettsville, OH
10/9-10 Summit Point, WV

Southeast Region

4/24-25 Rockingham, NC
5/8-9 Faulkville, GA
6/5-6 Talladega, AL
7/3-4 Talladega, AL
7/17-18 Faulkville, GA
7/31-8/1 Rockingham, NC
8/13-15 Long Pond, PA
8/27-29 Millington, TN
9/18-19 Faulkville, GA
10/2-3 Talladega, AL
10/15-17 Faulkville, GA

Mid-Central Region

4/17-18 Mt. Meridan, IN
5/22-23 Hallett, OK
6/19-20 Hallett, OK
7/10-11 Mt. Meridan, IN
7/31-8/1 E. St. Louis, IL
8/13-15 Long Pond, PA
8/27-29 Millington, TN
9/4-5 E. St. Louis, IL
9/18-19 Hallett, OK
10/2-3 Talladega, AL
10/16-17 Hallett, OK

North Central Region

4/17-18 Mt. Meridan, IN
5/8-9 Grattan, MI
5/22-23 Mt. Meridan, IN
6/26-27 Grattan, MI
7/10-11 Mt. Meridan, IN
7/31-8/1 E.St. Louis, IL
8/13-15 Long Pond, PA
9/4-5 E. St. Louis, IL
9/11-12 Grattan, MI
10/2-3 Garrettsville, OH
10/9-10 Mt. Meriden, IN

South Central Region

4/17-18 College Station, TX
5/1-2 Henderson, TX
5/22-23 College Station, TX
6/26-27 Henderson, TX
7/24-25 College Station, TX
8/13-15 Long Pond, PA
8/21-22 Hallett, OK
8/27-29 Millington, TN
9/11-12 College Station, TX
10/16-17 Henderson, TX

WERA Grand Nat'l Final

10/27-31 Braselton, GA
Info 803/681-9372

WERA Nat'l Endurance Series

5/15 Braselton, GA
5/22 Mt. Meridan, IN
6/5 Kent, WA
6/26 Grattan, MI
7/3-4 Garrettsville, OH
7/24 Clermont, IN
8/28 Millington, TN
9/11 College Station, TX
10/16 Faulkville, GA
10/30 Braselton, GA

WERA Nat'l Vintage Series

4/18 College Station, TX
5/2 Henderson, TX
5/8 Grattan, MI
5/8 Faulkville, GA
5/22 Summit Point, WV
5/23 Hallett, OK
6/5 Garrettsville, OH
6/19 Long Pond, PA
6/27 Henderon, TX
7/3 Talladega, AL
7/10 Mt. Meridan, IN
7/17 Faulkville, GA
7/25 College Station, TX
7/31 Rockingham, NC
8/7 Summit Point, WV
9/4 Garrettsville, OH
9/4 E. St. Louis, IL
9/12 College Station, TX
10/9 Summit Point, WV
10/9-10 Mt. Meriden, IN
10/28 Final Braselton, GA

AHRMA Historic Cup Series

4/10 Topeka, KS
4/17-18 Las Vegas, NV
5/1 Summit Point, WV
5/15 Phoeniz, AZ
6/12 Seattle, WA
6/26 Atlanta, GA
7/3-4 London, NH
7/24 Beloit, IL
8/28 Grattan, MI
9/18 Steamboat Springs, CO
10/9-10 Talladega, AL
Info 715/842-9699

BMW Classic Cup Series

7/3-4 London, NH
8/28 Grattan, MI
9/18 Steamboat Springs, CO
Info 715/842-9699

Vintage Iron Nat'l MX Series

4/24 Millville, MN
5/1-2 Tyler, TX
5/22 Budds Creek, MD
6/5 Hurricane Hills, PA
6/12 Blountville, TN
6/27 Eugene, OR
7/17 Linnville, OH
8/7 Southwick, MA
8/28-29 Colmesniel, TX
9/17 Steamboat Springs, CO
9/25 Buchanan, MI
10/16-17 Hollister, CA
Info 715/842-9699

AHRMA Northeast MX C'ship Series

4/25 Claverack, NY
5/22 Budds Creek, MD
6/5-6 Hurricane Hills, PA
7/10 Thunder Ridge, NY
7/25 Sleepy Hollow, PA
8/7 Southwick, MA
9/5 Raceway Park, NJ
9/26 Southwick, MA
Info 201/767-9654

AHRMA Midwest MX Series

4/24 Millville, MN
5/16 Casey, IL
6/6 Denmark, WI
7/11 Aztalan, WI
7/17 Linnville, OH
8/15 Antioch, IL
9/25 Buchanan, MI
10/9 Aztalan, WI
Info 414/684-4331

AHRMA West Regional Series

4/17 Brentwood, CA
5/9 Tulare, CA
6/27 Eugene, OR
7/31 San Bernardino, CA
9/26 Fernley, NV
10/3 Palmdale, CA
10/17 Hollister, CA
11/7 Tulare, CA
Info 805/832-1955

Classic Bike Magazine Dirt Track Series

4/18 Holiday Downs, GA
5/15 Polo, IL
7/17 Linnville, OH
8/11 Sturgis, SD
8/21 Lake Odessa, MI
9/15 Steamboat Springs, CO
10/2-3 Weedsport, NY
10/9-10 Dallas, TX

British Bike Magazine Trials Series

8/7 Toronto, OH
9/11-12 Beaumont, KS
9/16 Steamboat Springs, CO
10/10 White City, IL
10/23 Newnan, GA

Vintage Dirt Track Racers Assn. Series

4/24 ST Kellyville, OK
5/30-31 TT Kanopolis Lake, KS
6/12-13 ST Wichita KS
6/19-20 ST Sioux Falls, SD
6/26 HM Howard Lake, MN
7/10-11 HM Sturgis, SD
8/1 HM Oklahoma City, OK
8/2-3 HM Wakeeney, KS
8/7 HM Hutchinson, KS
8/9-10 HM Stockton, KS
9/3 HM Davenport, IA
Info 918/445-0671

AHRMA Mid-Atlantic Vintage Trials Series

4/17 Warrensville, PA
5/15-16 Toronto, OH
5/30 Farrandsville, PA
7/18 Mainesburg, PA
8/7 Toronto, OH
10/10 Toughkenamon, PA
Info 715/842-9699

USCRA Vintage Road Race Series

5/8-9 London, NH
6/14 Loudon, NH
7/2-4 Loudon, NH
8/21-22 Mosport, Ont., CAN
9/4-5 Bridgehampton, NY
9/17-18 Bridgehampton, NY
Info 603/239-6778

NMA World Mini GP

4/16-18 Las Vegas, NV
Info 310/868-8112

NMA Grand Nat'l MX C'ship

8/3-7 Ponca City, OK
Info 310/868-8112

SETRA C'ship Enduro Series

5/2 Olustee, FL
5/30 Richloam, FL

SETRA C'ship Hare Scrambles Series

4/4 Maxeys, GA
5/1 Charlotte, NC
5/23 Maxeys, GA

ECEA C'ship Enduro Series

4/18	New Lisbon, NJ
5/2	New Gretna, NJ
5/9	Stanhope, NJ
5/30	New Philadelphia, PA
6/6	Whiteford, DE
6/27	Hobbie, PA
7/18	Blain, PA
8/8	Middlebury Center, PA
8/15	Speedsville, NY
8/29	Mauricetown, NJ
9/12	Shippensburg, PA
9/19	Brandonville, PA
9/26	West Greenwich, RI
10/3	Greenbank, NJ
10/17	New Lisbon, NJ
10/31	Bear, DE
11/14	Warren Grove, NJ

Info 609/657-6338

ECEA C'ship Hare Scrambles Series

6/6	Exeter, RI
6/20	Morgantown, PA
7/25	Fair Hills, MD
8/22	Reading, PA
9/5	Ft. Indiantown Gap, PA

Info 908/657-6338

ECEA Dual Sport Series

4/25	Belleplain, NJ
5/16	Woodland Twp., NJ
5/23	Greenbank, NJ
6/12-13	Nat'l Shippingsburg, PA
6/20	Reading, PA
7/11	Ottsville, PA
8/1	New Lisbon, NJ
8/22	Ridge, L.I., NY
10/10	Indian Mills, NJ

Info 908/657-6338

NETRA C'ship Enduro Series

5/2	Freetown, MA
5/30	Wrentham, MA
6/13	Somers, CT
7/25	Webster, MA
8/1	New Boston, MA
8/8	Adams, MA
9/12	Windsor, MA
9/26	W. Greenwich, RI
10/3	Wrentham, MA
10/24	Chester, CT
11/7	Stafford, CT
11/21	W.Warren, MA

NETRA C'ship Hare Scrambles Series

4/18	Modena, NY
5/23	Fishouse, NY
6/6	S. Greenwich, RI
6/27	Thomaston, CT
7/11	Union, CT
7/18	Windsor, MA
8/15	Union, CT
8/22	Temple, NH
8/29	Cheshire, MA
9/19	Petersburg, NY
9/26	S. Edmeston, NY
10/10	Fishouse, NY
10/16-17	Bourne, MA

Info 203/875-5757

NETRA Observed Trials Series

4/18	Meriden, CT
5/2	Wrentham, MA
5/16	Meridan, CT
6/13	Escoheag, RI
7/18	Meriden, CT
7/25	Portsmouth, NH
9/5	Escoheag, RI
10/3	Ware, NH

Info 508/429-7675

NETRA C'ship Turkey Run Series

5/16	Exeter, RI
6/5-6	Henniker, NH
7/3-4	Fishouse, NY
7/11	Adams, MA
8/15	Newport, NH
8/22	Gardner, MA
8/29	Washington, MA
9/5	Allenstown, NH
9/12	Swiftwater, NH
9/19	New Boston, MA
10/9-10	Plympton, MA
10/17	Winchendon, MA
10/31	Central Village, CT
11/7	Berlin, MA
11/28	Plympton, MA
12/12	Plympton, MA

Info 203/875-5757

NETRA Jr. Enduro Series

5/22	Fishouse, NY
6/26	Thomaston, CT
7/10	Union, CT
8/14	Union, CT
8/21	Webster, MA
9/18	Brimfield, MA
10/16	Bourne, MA

Info 203/875-5757

ECEA C'ship Motocross Series

4/11	Southwick, MA
4/18	Middleboro, MA
4/25	Southwick, MA
5/9	Middleboro, MA
5/16	Southwick, MA
5/23	Central Village, CT
5/30-31	Lewiston, ME
6/6	Southwick, MA
6/13	Middleboro, MA
6/20	Southwick, MA
6/27	Central Village, CT
7/4-5	Lewiston, ME
7/18	Southwick, MA
7/25	Middleboro, MA
8/1	Southwick, MA
8/8	Middleboro, MA
8/15	Lewiston, ME
8/22	Central Village, CT
8/29	Southwick, MA
9/5-6	Lewiston, ME
9/12	Southwick, MA
9/19	Middleboro, MA
9/26	Central Village, CT
10/3	Southwick, MA
10/10	Middleboro, MA
10/17	Southwick, MA
10/24	Middleboro, MA
10/31	Middleboro, MA

Info 413/772-0685

MO Hare Scrambles C'ship Series

4/18	Jefferson City, MO
5/2	Jefferson City, MO
5/16	Stanton, MO
6/13	Collins, MO
7/18	Russellville, MO
8/8	Sedalia, MO
8/22	Collins, MO
8/29	Jefferson City, MO
9/19	Canton, MO
10/17	Jefferson City, MO
10/24	(Nat'l) Flat River, MO

Info 314/392-2475

IDBA Nat'l C'ship Drag Race Series

4/17-18	Bowling Green, KY
5/22-23	Bristol, TN
6/19-20	Leicester, NY
7/17-18	Columbus, OH
8/7-8	Norwalk, OH
8/28-29	Ennis, TX
10/22-24	Memphis, TN

Info 205/849-7886

AMRA All Harley Drag Series

4/24-25	Macon, GA
5/22-23	Memphis, TN
6/6	Nashville, TN
6/12-13	Union Grove, WI
6/26-27	Denver, CO
7/3-4	Hunbolt, IA
7/17-18	Clarksville, TN
7/31-8/1	Farmington, NC
8/14	Mesick, MI
8/21-22	Fairmont, IL
8/29	Benton, MO
9/5	Avilla, IN
9/18-19	Morocco, IN
10/2-3	Bowling Green, KY

Info 708/250-0838

NMRA Drag Racing Series

5/8	Wittman, AZ
6/5-6	Sonoma, CA
7/17	Palmdale, CA
8/14	Bakersfield, CA
9/18	Las Vegas, NV
11/20	Palmdale, CA

Info 805/944-5454

SERA Enduro Series

4/25	Hattiesburg, MS
5/2	Saucier, MS
5/23	Wiggins, MS
7/11	Meridan, MS
7/25	Goodman, MS
8/8	Breezy Hill, LA
8/22	Lake Nimrod, AR
9/19	Gatesville, MS
10/3	Jemison, AL
11/7	Maplesville, AL

SERA Hare Scramble Series

4/24	Hattiesburg, MS
5/22	Wiggins, MS
6/27	Maplesville, AL
9/5	Clanton, AL
10/17	Tupelo, MS
TBA	Coushata, LA
TBA	Jonesboro, LA

FMC Motocross Series

4/11	Reddick, FL
4/18	Orlando, FL
4/25	Ocala, FL
5/1	Hardeeville, SC
5/9	Reddick, FL
5/16	Orlando, FL
5/23	Ocala, FL
5/30	Dade City, FL
6/6	Orlando, FL
6/13	Reddick, FL
7/3	Hardeeville, SC
7/11	Reddick, FL
7/17	Dade City, FL
7/25	Ocala, FL
8/1	Orlando, FL
8/22	Ocala, FL
8/28	Dade City, FL
9/5	Ocala, FL
9/12	Reddick, FL

Info 904/721-7520

LISC Motocross Series

4/17	Bridgehampton, NY
5/15	Bridgehampton, NY
9/18	Bridgehampton, NY
10/9	Bridgehampton, NY
10/23	Bridgehampton, NY
11/6	Bridgehampton, NY
11/20	Bridgehampton, NY

Info 516/728-7727

NY State C'ship Hare Scrambles Series

5/23	Little Genesee, NY
6/6	Cattaraugus, NY
6/20	Speedsville, NY
7/25	South Edmeston, NY
8/1	Little Genesee, NY
8/29	Rew, PA
9/12	Ellenville, NY
9/26	South Edmeston, NY
10/10	Maple View, NY
10/24	Gowanda, NY

Info 315/895-7654

WNYSC Motocross Series

4/18	Hunt, NY
4/25	Silver Springs, NY
5/2	Auburn, NY
5/9	Hunt, NY
5/16	Silver Springs, NY
5/23	Palmyra, NY
5/30	Auburn, NY
6/6	Batavia, NY
6/13	Auburn, NY
6/20	Palmyra, NY
6/27	Palmyra, NY
7/4	Auburn, NY
7/11	Batavia, NY
7/18	Silver Springs, NY
7/25	Hunt, NY
8/1	Palmyra, NY
8/8	Hunt, NY
8/15	Silver Springs, NY
8/22	Palmyra, NY
9/5	Hunt, NY
9/12	Silver Springs, NY
9/19	Batavia, NY
9/26	Palmyra, NY
10/3	Hunt, NY
10/10	Silver Springs, NY
10/17	Auburn, NY
10/24	Batavia, NY

CRA Spring Hare Scramble Series

4/18	Amherst, OH
4/25	Mansfield, OH
5/9	Uhrichville, OH

Info 216/729-4093

CRA Spring MX Series

4/24	Linnesville, PA
5/2	Salem, OH
5/16	Amherst, OH
5/23	Ravenna, OH

Info 216/636-5505

CRA Vintage MX Series

5/2	Salem, OH
6/27	New Philadelphia, OH
7/31	Linnesville, PA
TBA	Medina, OH
9/12	Ravenna, OH
10/17	Amherst, OH

Info 216/636-5505

CRA Fall MX Series

9/12	Ravenna, OH
9/19	Salem, OH
9/25	Linnesville, PA
10/17	Amherst, OH
10/24	Malvern, OH

Info 216/636-5505

CRA C'ship Road Race Series

5/8-9	Brainerd, MN
6/19-20	Brainerd, MN
7/17-18	Brainerd, MN
9/18-19	Brainerd, MN

Info 612/332-4070

AMA Hot Summer Nights Series

5/8	Knoxville, TN
6/5	Knoxville, TN
6/19	Knoxville, TN
7/3	Knoxville, TN
7/17	Knoxville, TN
8/7	Knoxville, TN
8/21	Knoxville, TN
9/4	Knoxville, TN

Info 615/573-5425

Virginia C'ship Hare Scrambles Series

5/2	Surry, VA
5/16	Budds Creek, MD
5/23	Rural Retreat, VA
6/13	Ivor, VA
6/27	Pulaski, VA
9/5	Dillwyn, VA
9/19	Middlebrook, VA
10-/3	Martinsville, VA
10/17	Newport News, VA
11/7	Surry, VA

Info 804/255-4620

Sabine Enduro Circuit

4/24-25	Tulsa, OK
5/23	Wiggins, MS
7/25	Goodman, MS
8/8	Dry Prong, LA
8/22	Lake Nimrod, AR
9/5	New Waverly, TX
10/3	Nacogdoches, TX
10/17	Oklahoma City, OK
11/7	Muenster, TX

Info 903/845-3553

San Jose Mile

ride with the legend

Sunday
April 25, 1993
2:00 pm

Preliminary Events 12 pm
Fairgrounds in San Jose
7th St. at Tully Rd.
Order tickets by phone
(408) 462-6498

BASS TICKETS 408/998-BASS
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LACR *Los Angeles County Raceway*
Palmdale, CA 93550
INFO: (805) 272-8889
1993 Happenings At The Motocross Track

April 11	Sunday	CRC MX
April 18	Sunday	Doublecross G.P.
April 25	Sunday	CRC MX

OPEN PRACTICE
3 Tracks: Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Saturday - CRC Membership Required

CRC CALIFORNIA RACE SCHEDULE
100% PRO PAYBACK
Sun., April 11 MX L.A.C.R.
Sun., April 18 MX Edwards
Sun., April 25 MX L.A.C.R.
Sun., May 2 G.P. Glen Helen
*Next Vintage Race
Sun., May 2 G.P. Glen Helen
*Open Practice
3 Tracks, Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

Sunrise Valley Raceway
Every Thursday & Saturday
Open M/C Practice
8 a.m. to 5 p.m. $10.00 per Rider
Spectators FREE
Track Prepped & Watered
SVR (619) 246-7262

CMC
Race With The Best
Sunday, April 11
Spring Classic 1 Sunrise
Sunday, April 25
*Spring Classic 2 Temecula
Suzuki Contingency Only
MX Practice S.V.R. April 1, 3, 10, 15, 17, 22, 24, 29
(619) 246-7262— FAX (619) 246-3353

MOTOWEST RACING ENT. (408) 238-8208

Sun., Apr. 18	Weekend of Champions Round 5	Hollister Hills
Sun., May 2	Rnd. 2 - Hi Point	Carnegie Cycle Park
Sun., May. 16	Rnd. 3 - Hi Point	Hollister Hills
Sun., May 30	CA Mini C'ship - Rnd. 4	Hollister Hills

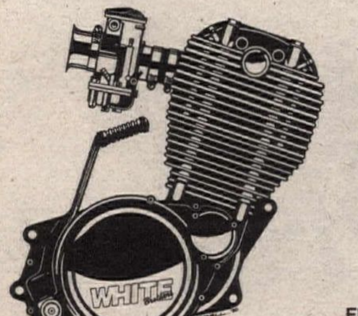
GFI - MOTOCROSS

Carlsbad Saturday Motocross
No Membership Required
Sat., Apr. 10th Sat., May 1st
Sat., Apr. 17th Sat., May 8th
Sat., Apr. 24th Sat., May 15th
Racing Enterprises (619) 484-1441

WHITE BROS
FOUR-STROKE MX & TT SCRAMBLES WORLD CHAMPIONSHIPS
- May 1 & 2 - Perris Raceway, California -

Race Saturday TT or Sunday MX or Both!

4-Strokes only • Classes for ALL Riders • No Membership Needed



SATURDAY
TT Scrambles - Smooth Track
Modern & Vintage Classes
(Vintage is Pre '75)
Any Tires Allowed
NEW- True Flat Track Class with Class "C" Tires Required
Gates open 7 AM
Practice 9 AM Race 10 AM

SUNDAY
Motocross
Long Motos - Great Track
All Bike Sizes & Classes
2 Pro Classes (500, Open)
Open Pro **$3500** PURSE
500 Pro 100% Payback
Gates open 6 AM
Practice 8 AM Race 8:45 AM

Sidecars Welcome · Minis Stock & Modified
Dual Sport Classes for every bike & rider · Must be street legal

Entry: Sportsmen $25 per class - Pro $35
Minimum 6 rider per Class: Nov, Int, Ex, Pro, Mini
FREE Overnight Camping - Food Services & Barbecues
For Information call GFI Racing at (909) 371-3434

Vintage Iron **Vintage Dirt Bike Show**
Super Trophies • No Race Entry Required
Show bikes on display both days - Judging on Sunday

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CALENDAR

Black-Jack Enduro Circuit

4/24-25	Tulsa, OK
5/9	Chadwick, MO
5/23	Flat River, MO
6/13	Bunch, OK
7/25	Goodman, MS
8/8	Breezy Hill, LA
8/22	Foursche Junction, AR
9/5	Gainesville, TX
9/19	Stillwater, OK
10/17	Oklahoma City, OK
10/31	Tulsa, OK

Info 316/342-4436

RMEC C'ship Enduro Circuit

5/2	Chadron, NE
5/30	Limon, CA
6/13	Buena Vista, CO
7/11	Rand, CO
8/1	Woodland Park, CO
8/8	Steamboat Springs, CO
9/19	Stillwater, OK
9/26	Buena Vista, CO
10/3	Cloudcroft, NM
10/17	Oklahoma City, OK
10/31	Tulsa, OK

Info 307/742-4136

OMRRA Road Race Series

4/17-18	Portland, OR
5/22-23	Portland, OR
7/18	Portland, OR
8/7-8	Portland, OR
9/25-26	Portland, OR
10/17	Portland, OR

Info 503/221-1487

Canadian Supercross Series

5/1	Toronto, Ontario
8/21	Montreal, Quebec

Info 416/363-9035

CMA Canadian Nat'l C'ship Cross Country Series

5/9	Kelowna, B.C., CAN
5/30	Kamloops, B.C., CAN
6/20	Ashcroft, B.C., CAN
7/4	Calgary, Alta, CAN
8/1	Racehorse Creek, Alta, CAN
8/15	Lethbridge, Alta, CAN

CMA Canadian Nat'l C'ship Hare Scrambles Series

8/29	Drayton, Ont., CAN
9/12	Lethbridge, Alsa, CAN
9/26	Base Borden, Ont., CAN
10/3	Wheatley, Ont., CAN

CMA Canadian Nat'l C'ship Enduro Series

9/18-19	Bobcaygeon, Ont., CAN
10/24	Primrose, Ont., CAN

Info 416/522-5705

International Old Timers MX Association Series

4/17-18	Boise, ID
5/1-2	Marysville, CA
5/29-30	Richland, WA
6/5-6	Edmonston, Al, CAN
6/19-20	Mammoth Mountain, CA
7/3-4	Mission, B.C., CAN
7/31-8/1	TBA, OR
8/14-15	Rock Springs, WY
9/4-5	Fernley, NV
9/11-12	Huron, CA

Info 209/688-3949

USBA Road Race Series

5/1-2	Salt Lake City, UT
5/22-23	Salt Lake City, UT
6/19-20	Salt Lake City, UT
7/11	Salt Lake City, UT
7/25	Salt Lake City, UT
8/15	Salt Lake City, UT
8/22	Salt Lake City, UT
9/11-12	Salt Lake City, UT
9/25-26	Salt Lake City, UT

Info 801/535-4625

IERA Hare Scrambles Series

4/14	Elliot, IA
4/18	Stratford, IA
4/25	Winterset, IA
5/16	Winterset, IA
5/23	Anamosa, IA
6/6	Dow City, IA
7/11	Fremont, IA
9/26	Thurman, IA
10/10	Hills, IA

Info 515/795-3440

IERA Enduro Series

6/13	Fremont, IA
8/29	Stratford, IA
9/19	Winterset, IA
10/3	Barlett, IA
10/24	Reinbeck, IA

Info 515/795-3440

Golden Crown of Baja Off Road Desert Race Series

5/14-16	Gran Carrera de Tecate, Tecate, B.C., MEX
6/25-27	Gran Carrera de Mexicali, Mexican, B.C., MEX
7/23-25	Gran Carrera de Ensenada, Ensenada, B.C., MEX
9/17-19	G.C. de Campeones, San Felipe, B.C., MEX

Info 818/340-5750

Grans Prix de Baja Series

5/1	Baja Malibu Gran Prix, Rosarito Beach, B.C., MEX
6/12	Tecate Gran Prix, Tecate, B.C., MEX
8/14	Ensenada Gran Prix, Ensenada, B.C., MEX
10/16	Rio Colorado/Puerto Penasco, Sonora, MEX
11/20	San Felipe Gran Prix, San Felipe, B.C., MEX

Info 818/340-5750

Texas C'ship Hare Scrambles Series

4/18	String Prairie, TX

Info 713/933-0900

CMRA Road Race Series

4/17-18	College Station, TX
5/1-2	Henderson, TX
5/22-23	College Station, TX
6/26-27	Henderson, TX
7/24-25	College Station, TX
8/21-22	Hallett, OK
9/11-12	College Station, TX
10/16-17	Henderson, TX

Info 713/342-9032

Texas Cross Country Assn. Series

4/18	Lake Whitney, TX
5/2	Montague, TX
5/16	Gholson, TX
5/30	Lake Whitney, TX
6/13	St. Joe, TX
6/27	Muenster, TX
8/29	Terrell, TX
9/12	High Grove, TX
9/26	Montague, TX
10/10	Decatur, TX
10/24	Euless, TX

Info 817/346-1132

Oklahoma Cross Country Assn. Series

4/18	Oklahoma City, OK
5/2	Bunch, OK
5/16	Elk City, OK
6/6	Ardmore, OK
6/27	Pooleville, OK
8/29	Pooleville, OK
9/12	Ardmore, OK
9/26	Oklahoma City, OK
10/10	Stillwater, OK
10/24	Braggs, OK
11/7	Oklahoma City, OK

Info 405/386-6088

WSMC/Willow Springs Road Race Series

4/17-18	Rosamond, CA
5/15-16	Rosamond, CA
6/19-20	Rosamond, CA
7/17-18	Rosamond, CA
8/14-15	Rosamond, CA
9/18-19	Rosamond, CA
10/16-17	Rosamond, CA
11/20-21	Rosamond, CA
12/18-19	Rosamond, CA

Info 805/256-1234

MTEG Stadium Off-Road Series

5/1	Tempe, AZ
5/8	Pasadena, CA
6/26	Salt Lake City, UT
9/TBA	Las Vegas, NV
10/TBA	Denver, CO
10/TBA	San Francisco, CA

ATA C'ship Observed Trials Series

4/17-18	Lucerne Valley, CA
5/9	McCain Valley, CA
5/30	Littlerock Canyon, CA
6/12-13	Big Bear, CA
9/12	Cactus Flat, CA
10/10	Corral Canyon, CA
10/31	Lucerne Valley, CA
11/28	Lucerne Valley, CA

Info 213/259-6631

Southeastern Trials Riders Assn. Series

4/24-25	Crossville, TN
5/15-16	Fairview, NC
6/12-13	Carrolton, KY
7/17-18	Chattanooga, TN
8/21-22	Livingston, KY
9/11-12	Soddy Daisy, TN
9/25-26	Griffin, GA
10/23-24	Newman, GA
11/13-14	Belvedere, TN

Info 615/842-8288

GFI/MTEG/AMA Amateur SX Series

5/16	Los Angeles, CA
6/13	Las Vegas, NV

AFM Road Race Series

5/8-9	Sonoma, CA
5/29-30	Sonoma, CA
7/10-11	Sonoma, CA
8/7-8	Sonoma, CA
9/4-5	Sonoma, CA
9/25-26	Sonoma, CA
10/10	Sonoma, CA

Info 510/537-8208

AMRRA Mini Road Race Series

5/2	Riverside, CA
6/6	Rosamond, CA
7/2-4	World C'ship Riverside, CA
8/8	Rosamond, CA
8/20-22	Can-Am Challenge, Batavia, NY
10/3	Rosamond, CA
11/7	Riverside, CA
12/4-5	Riverside, CA

Info 310/516-8666.

Nor Cal YSR C'ship Series

4/25	Sacramento, CA
5/16	Sacramento, CA
6/20	Sacramento, CA
7/25	Sacramento, CA
8/22	Sacramento, CA
9/19	Sacramento, CA
10/17	Sacramento, CA
11/17	Sacramento, CA

Info 916/485-9200

CMRRA YSR Road Race Series

4/11	Palomar, CA
5/8-9	Las Vegas, NV
5/16	Palomar, CA
6/5-6	Bakersfield, CA
6/13	Palomar, CA
7/3-4	Palomar, CA
7/24-25	Bakersfield, CA
8/6-7	Las Vegas, NV
8/27-29	Reno, NV
9/4-5	Palomar, CA
10/10	Palomar, CA
11/6-7	Bakersfield, CA
11/14	Palomar, CA
12/4-5	Palomar, CA

Info 714/891-0187

CMC Sunstar Sprockets Spring Classic MX Nat'ls

4/10	N Sacramento, CA
4/11	S Adelanto, CA
4/25	N Carson City, NV
4/25	S Temecula, CA
5/2	S Blythe, CA
5/8	N Marysville, CA
5/22	N Marysville, CA
5/23	S Ramona, CA
5/29-30	Final Adelanto, CA

Info 619/246-7262

CMC Trans-Cal MX Nat'ls

8/14	N Sacramento, CA
8/22	S Adelanto, CA
8/29	N Carson City, NV
8/29	S Ramona, CA
9/4	N Marysville, CA
9/5	S Temecula, CA
9/5	O Albany, OR
9/19	O Eugene, OR
9/25	N Marysville, CA
9/26	S Adelanto, CA
9/26	O Albany, OR
10/2 -3	Final Adelanto, CA

Info 619/246-7262

WMRRA Road Race Series

4/24-25	Seattle, WA
5/14-16	Seattle, WA
6/13	Seattle, WA
8/15	Seattle, WA
9/12	Seattle, WA
10/3	Bremerton, WA
10/24	Seattle, WA

Info 206/972-4499

Sound of Thunder Four-Stroke Series

5/2	Perris, CA
5/23	Carlsbad, CA
6/20	Sacramento, CA
7/31	San Bernardino, CA
9/10	Mammoth Lakes, CA

Info 209/832-7168

WRA Road Race Series

5/8-9	Las Vegas, NV
6/5-6	Bakersfield, CA
7/3-4	Las Vegas, NV
7/24-25	Bakersfield, CA
8/7-8	Las Vegas, NV
11/6-7	Bakersfield, CA
11/20-21	Las Vegas, NV

Info 209/723-9454

APRIL

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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

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Vintage Antique Motorcycle Show - Swap Meet
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Creek County Fairgrounds
15 miles West of Tulsa, OK
Info: (918) 445-0671 Race Sign In 4:00 p.m.

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Moreno Valley California
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Sat., April 17 - Starwest Night Race *(No Lic. Req.)*
Sun., April 18 - Double Cross GP *(Dbl Cr Lic. Req.)*
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Old Timers MX Association Race Schedule

Sat., April 10	G.F.I. MX	Perris
Sun., April 18	MX CRC	Edwards A.F.B.
Sat., Sun. Apr 24-25	OTHG	No. Spring Nat'l

For Information Call (714) 633-9503

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OC Fairgrounds / Costa Mesa, CA
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April 16 Handicap & Scratch Racing
April 23 Handicap & Scratch Racing
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June 6 Rosamond, CA
July 2-4 Riverside, CA
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April 9

CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
GFI Racing North/Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.
CALIFORNIA MOTOCROSS
CMC Spring Classic. Sacramento Raceway, Sacramento. Info 916/363-2645.
DELAWARE MOTOCROSS
DE Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

April 10

CALIFORNIA MOTOCROSS
• CMC . Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA SUPERCROSS
• GFI Racing North/Supersport Promotions. Stadium SX. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
Rojo Productions. Starwest Supercross Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• CMC Sunstar Spring Classic North. Sacramento Raceway, Sacramento. Info 619/246-7262.
CALIFORNIA SHORT TRACK
AMA/D-36. Hills Ferry Speedway, Newman. Info 408/779-1036 or 209/826-1461.
CALIFORNIA MOTOCROSS
AMA/D-36/NorCal Kawasaki Challenge/Boss MX. Argyll Park, Dixon. Info 510/687-1777.
CALIFORNIA SHORT TRACK
Glen Helen OHV Park, San Bernardino, CA. Info 909/384-9342
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
Moccasin Creek MX, Inc. Screven. Info 912/579-6426.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 706/278-1620.
ILLINOIS SWAP MEET
6th Annual M/C Parts Extravaganza & Bike Show. Belle-Clair Fairgrounds, Belleville. Info 319/462-6011.
MICHIGAN MOTOCROSS
Baja Acres, Millington. Info 517/871-3356.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. Billings. Info 417/744-2593.
NEW JERSEY MOTOCROSS
• Powerline Park, New Egypt. Info 908/752-7305.
NEW YORK MOTOCROSS
AMA./D-3. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
NORTH CAROLINA MOTOCROSS
Spring Series. Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. info 405/751-6616.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS MOTOCROSS
Goodtimes MXPark, Natalia. Info 512/663-6419.
WASHINGTON MOTOCROSS
CMC Goldstar #2. Jolly Rogers, Seattle. Info 206/241-6071.
WISCONSIN DRAGS
NHRA Jr Drag Racing League. Great Lakes Dragaway, Union Grove. Info 818/914-4761.

April 10-11

NORTH CAROLINA MOTOCROSS
AMA. SE Area Qualifier. Devils Ridge MX, Sanford. Info 919/776-2412.

April 11

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA MOTOCROSS
CMC Desert Classic #9. Canyon Raceway, Phoenix. Info 602/863-1028.
CALIFORNIA SMOOTH TRACK
AMA/D-36/Chicken Ranch Racing Enterprises. Vintage Smooth Track Scrambles Series. Argyll Park, Dixon. Info 916/989-4938.
CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
GFI Annual Easter Egg Hunt. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA MOTOCROSS
CMC Spring Classic #1. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
CALIFORNIA YSR ROAD RACE
CMRRA Series. Amago Raceway, Palomar. Info 714/891-0187.
CALIFORNIA MOTOCROSS
• GFI. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA MOTOCROSS
• CMC Sunstar Spring Classic South. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
FLORIDA MOTOCROSS
FMC. MX of Marion County, Reddick. Info 904/721-7520.
FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipley. Info 904/638-1012.
ILLINOIS MOTOCROSS
Bloomington-Normal M.C. Wapella. Info 217/445-2536.
IOWA MOTOCROSS
AMA/Stateline Trailriders Assn. Lamoni MX Park, Lamoni. Info 515/784-6121.
KANSAS MOTOCROSS
KMSA. Northeast Kansas MX, Westmoreland. Info 913/456-2516.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
NEVADA MOTOCROSS
• CMC/NV Old Timers. Fernley Int'l Raceway, Fernley. Info 702/849-0605.
NEW YORK MOTOCROSS
• AMA/Tucker-Rocky MX C'ship Series/Metropolitan Sports Committee. Walden Playboys, Walden. Info 914/343-2552.
NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Marshall. Info 704/645-3097.
OHIO MOTOCROSS
AMA/D-11. MJ USA Easter Egg Hunt. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 625-9987.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Uhrichville. Info 614/922-4775.
OHIO MOTOCROSS
AMA/D-11/JTM Promotions. YZ Bucks Day. Athens/Millfield. Info 614/653-7395.
OKLAHOMA MOTOCROSS
Paradise Valley MX , Tulsa/Broken Arrow. Info 918/486-1155.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 814/683-5655.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
TENNESSEE MOTOCROSS
KY-TN MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE MOTOCROSS
AMA Southestern Regional C'ship Mega Series. Hidden Acres MX, Kingsport. Info 615/323-5497.
WISCONSIN MOTOCROSS
AMA. Aztalan Clubgrounds, Lake Mills. Info 414/786-4420.

April 14

IOWA HARE SCRAMBLES
IERA Series. Elliott. Info 515/795-3440.

April 15

WASHINGTON MOTOCROSS
• CMC/Mt. Baker M.C. Hannegan Raceway, Bellingham. Info 206/241-6071.

April 16

CALIFORNIA MOTOCROSS
Spring Classic #2. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA MOTOCROSS
GFI Racing North/Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

April 16-18

NEVADA MOTOCROSS
NMA 22nd Annual World Mini Grand Prix. Las Vegas. Info 310/868-8112.

April 17

CALIFORNIA TT SCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA STADIUM MX
• GFI Racing North/Supersport Promotions. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA MOTOCROSS
Rojo Productions. Starwest Supercross Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA DUAL SPORT
Salinas Ramblers M.C., Spreckels. Info 408/484-0964.
CALIFORNIA TRIAL
AMA/ATA/The Schreiber Cup Observed Trial. Johnson Valley OHV area, Lucerne Valley. Info 213/259-6631.
CALIFORNIA SAND DRAGS
USA Sand Drags. Glen helen OHV Park, San Bernardino. Info 909/384-9342.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
GEORGIA SUPERCROSS
Southern Supercross. Tunnel Hill. Info 706/276-1620.
KENTUCKY SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.
NEW YORK MOTOCROSS
LISC. Bridgehampton Motorsport Park, Bridgehampton. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
Silver Creek MX Park, Morganton. Info 704/584-0776 or 584-2808.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717/759-2841.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.

April 17-18

CALIFORNIA ROAD RACE
• Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.
CALIFORNIA HILLCLIMB
North American Hillclimb Assn. Carnegie SVRA, Tracy. Info 510/455-1318.
CALIFORNIA DUAL SPORT
AMA/D-37/Team Dual Dogs. Palomar Adventure. Temecula Cycles, Temecula. Info 909/694-9299.
IDAHO SUPERCROSS
SIRA/EIMA. Rupert Fairgrounds, Rupert. Info 208/678-5677.
KENTUCKY DRAGS
IDBA Super Series. Spring Nat'ls. Beech Bend Park, Bowling Green. Info 205/849-7886.
OHIO MOTOCROSS
AMA/D-11/American Motorsports, Inc. Vinton County Fairgrounds, McArthur. Info 614/596-2057.

April 18

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA ENDURO
AMA/D-36/Los Altos Dirt Bikers M.C. ISDE Reliability Enduro. Cow Mountain OHV Park, Lakeport. Info 415/964-8386.
CALIFORNIA SHORT TRACK/TT
Bakersfield Raceway, Bakersfield. Info 805/399-7877.
CALIFORNIA MOTOCROSS
• CRC/OTHG. Edwards A.F.B., Edwards. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• AMA/D-36/Boss MotoX/NorCal Kawasaki Challenge. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA MOTOCROSS
GFI/Dick Mann's Nat'l. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36/Abnormal Promotions. Northern Calif. C'ship Rough Scrambles Series. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
GFI North. Dealer Dollar Challenge #4. Kings Speedway, Hanford. Info 209/582-6716.
CALIFORNIA TRIAL
AMA/ATA/El Trial de Espana Observed Trial. Johnson Valley OHV

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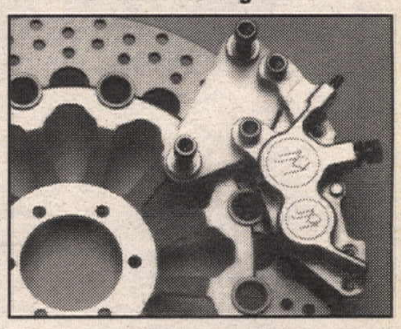

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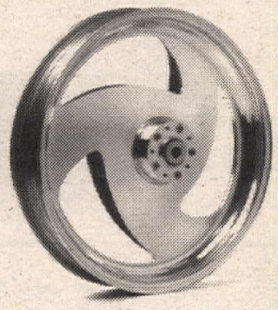

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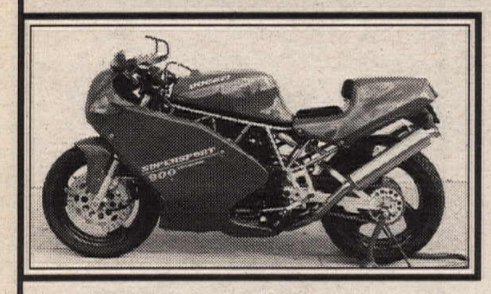

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NETRA Observed Trials Series. Meriden M.C., Meriden. Info 508/429-7675.
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DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
FMC Series. Orlando MX Park, Orlando. Info 904/721-7520.
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West Florida MX Park, Milton. Info 904/994-2884.
GEORGIA MOTOCROSS
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Fossil Bowl, Clarkia. Info 208/245-3608 or 245-4940.
IOWA HARE SCRAMBLES
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J & P Promotions. 12th Annual M/C Parts Extravaganza. Will County Fairgrounds, Peotone. Info 319/462-6011.
KANSAS HARE SCRAMBLES
KMSA Series. 4 Hr.-2 Man. Northeast Knasas MX, Westmoreland. Info 913/456-2616.
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KMSA Series. Happy Hills, Hillsboro. Info 316/947-5515.
KENTUCKY HARE SCRAMBLES
AMA. Eagle Creek M.C. Park, Owenton. Info 606/472-3442.
MARYLAND CROSS COUNTRY
AMA Wiseco/Yokohama Nat'l C.C. Series. Whiskey Ridge, Sharpsburg. Info 301/797-1025.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro Info 413/772-0685.
MICHIGAN SWAP MEET
Giant M/C Swap Meet, Inc. Michgan State Fairgrounds, Detroit. Info 616/941-0815.
MISSOURI HARE SCRAMBLE
MO Hare Scrambles C'ship Series/Show-Me Motosports, Jefferson City. Info 314/893-2107.
MISSOURI MOTOCROSS
JEM Enterprises. Possum Hollow MX Park, Springfield. Info 417/887-3524.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Phillipsburg. Info 913/543-2523.
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• CMC/On Trac Events. Silver State MX, Carson City. Info 702/267-4392.
NEW JERSEY ENDURO
ECEA C'ship Series. New Lisbon. Info 609/657-6338.
NEW JERSEY MOTOCROSS
• Powerline Park, New Egypt. Info 908/752-7305.
NEW YORK HARE SCRAMBLES
NETRA C'ship Series. Tri-State M.C. Lembo Lake Park, Modena. Info 203/875-5757.
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AMA/Metropolitan Sports Committee Spring Series. Ace MX, Modena. Info 518/828-6149.
NORTH CAROLINA
HARE SCRAMBLES
NCHSA Series. Team Race. Wilkes County MX Park, Lenoir. Info 704/758-9181.
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AMA/D-29. Dublin Cycle Park, Dublin. Info 919/865-3201.
OHIO HARE SCRAMBLES
CRA. Amherst M.C., Amherst. Info 216/988-9100.
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2-Man, 3-Hr. Sunset Ramblers M.C., Galion. Info 419/562-6931 or 683-3102.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Motorcycle Raceway, Oklahoma City. Info 405/386-6088 or 390-8812.
OREGON ROAD RACE
OMRRA Series. Portland Int'l Raceway, Portland. Info 503/221-1487.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 216/262-4945.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX Park, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNSYLVANIA
HARE SCRAMBLES
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.
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Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE MOTOCROSS
AMA S.E. Regional C'ship Series. Muddy Creek Raceway, Blountville. Info 615/3233-5497.
TEXAS SWAP MEET
5th Annual Expo/Show/Swap Meet. Arlington Convention Center, Arlington. Info 214/216-5520.
TEXAS CROSS COUNTRY
TX Cross Country Assn. Series. Lake Whitney Cycle Park, Lake Whitney. Info 817/346-1132.
WASHINGTON MOTOCROSS
• CMC Goldstar 3. Washougal. Info 206/241-6071.

April 21

INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel. Info 317/698-2420 or 513/874-8400.

April 23

CALIFORNIA MOTOCROSS
• GFI Racing North/Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
Spring Classic #3. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
DELAWARE MOTOCROSS
Delaware Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

April 24

CALIFORNIA TT SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA STADIUM SX
GFI Racing North/Supersport Promotions. Bounty Hunter Series. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
Rojo Productions. Starwest Supercross Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
FLORIDA SHORT TRACK
Orange Conty Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
Moccasin Creek MX, Inc. Screven. Info 912/579-6426.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 706/278-1620 or 278-2868.
GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info 404/943-4935.
MISSISSIPPI HARE SCRAMBLE
SERA C'ship Series. Mississippi Hi-Point H.S.Hattiesburg. Info 205/979-4542.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. Billings. Info 417/744-2593.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA SHORT TRACK/
SWAP MEET
VDTRA Vintage Show/Swap Meet/S.T. Creek County Fairgrounds, Kellyville. Info 918/445-0671.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceways, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceway, Berwick. Info 717/759-2841.
PENNSYLVNIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 216/262-4945.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.
WASHINGTON SHORT TRACK
• AMA/ Mt. Baker M.C. Hannegan Speedway, Bellingham. Info 206/733-1694.
WISCONSIN JR DRAGS
NHRA Jr Drag Racing League. Great Lakes Dragaway, Union Grove. Info 818/914-4761.

April 24-25

CALIFORNIA MOTOCROSS
OTHG Northern Nat'l. Tulare. Info 818/346-1247.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
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AMRA All Harley Drag Series. Southern Swing Nat'ls. Twigg's County Dragway, Bonaire. Info 404/478-2120.
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Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

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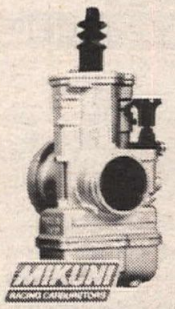

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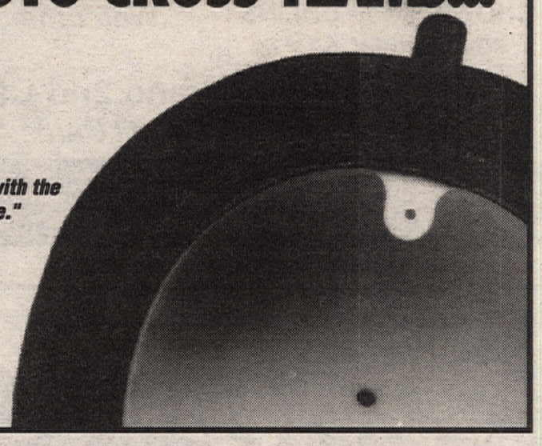

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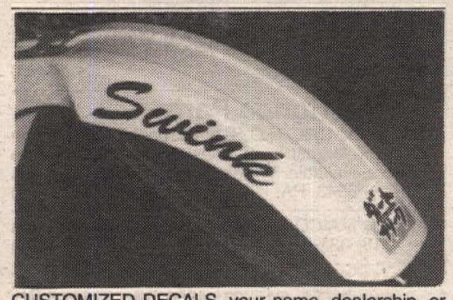

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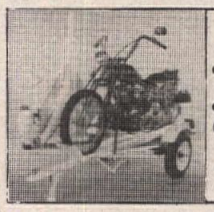

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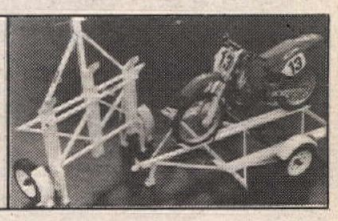

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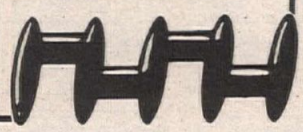

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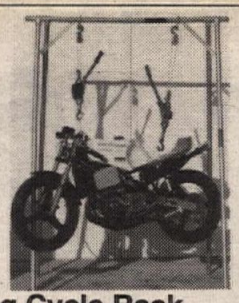

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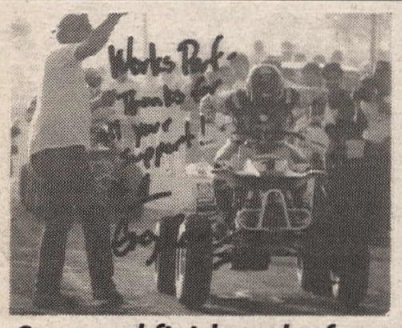

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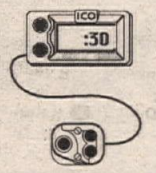

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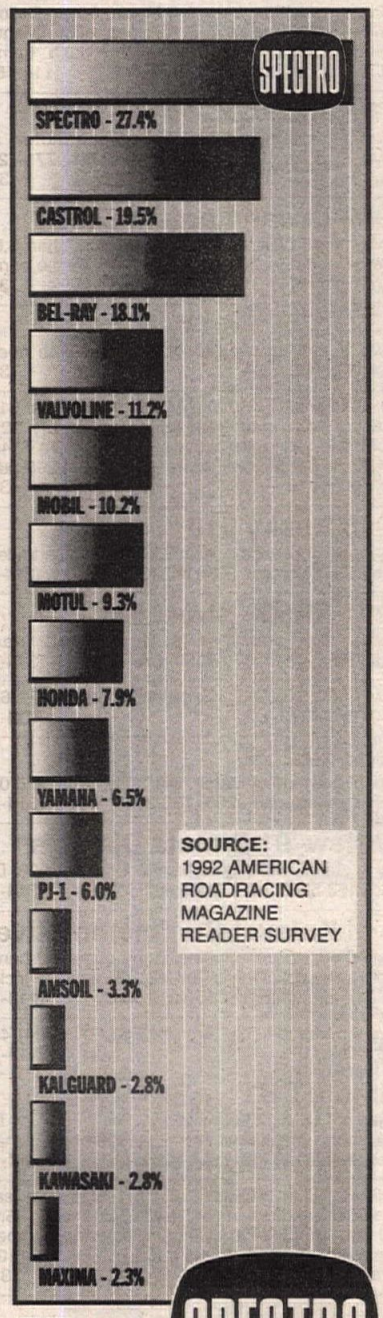

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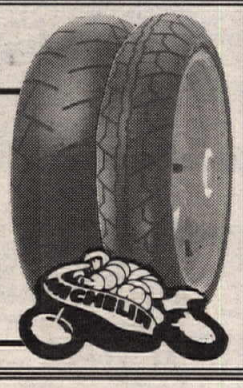

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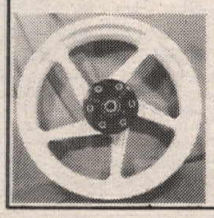

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125 JR	
Tim Hansen	Kaw
Waylon Hall	Hon
Mike Oberle	Suz
Patrick Winter	Suz
125 BEG	
John Schwindt	Kaw
Thomas Teifel	Kaw
Rich Coppage	Hon
Brad Wallace	Hon
Glen Williams	Yam
80 BEG	
Toby Jorgenesen	Hon
Evan Laughridge	Yam
Nicolette Harris	Yam
Lonny Fritch	Kaw
Tim Grossglauser	Hon
60	
Ryan Wallace	Hon
Anthony Scarponi	Kaw
Jacob Oberle	Kaw
INT	
Lance Bollens	Hon
Jerry Cowley	Hon
Jason Garcia	Hon
David Richards	Hon
PRO	
John Stark	Yam
80 MOD 9-13	
Travis Pastrana	Suz
Aaron Day	Hon
Josh Wood	Yam
Jeff Day	Suz
Mike Ford	Kaw
80 MOD 14-15	
Myles Scarano	Suz
Cecil Williams	Yam
John Denton	Yam
Chris Brown	Kaw
Chad Holt	Suz
60	
S. Bartholf	Kaw
I. Wood	Kaw
K. Hibbard	Kaw
A.J. Holmes	Kaw
W. Alexander	Kaw
50	
S. Plummer	Yam
D. Day	Yam
S. Wellington	Yam
T.J. Noel	Yam

Motocross
Budds Creek
Budds Creek, MD
Mar. 27
By. Caryl Pigg

SCHBY MOD	
G. Lashway	Kaw
S. O'Connor	Suz
R. Bowling	Hon
M. Tsakanikas	Suz
J. Dashele	Kaw
50	
Matt Shogren	Yam
Dean Day	Yam
Tim Trail	Yam
Seth Wellington	Yam
Nickolas Flanagan	Yam
60	
Shane Bartholf	Kaw
Paul Veracka	Kaw
Nathan Weekley	Kaw
Matt Shogren	Kaw
Mike Veracka	Kaw
80 7-11	
Travis Pastrana	Suz
Andrew Tsakanckas	Suz
Ryan Murphy	Kaw
Chris Day	Hon
80 12-13	
Mike Bailey	Hon
Ian Coleman	Kaw
Aaron Day	Suz
Mike Ford	Kaw
Jeff Day	Suz
80 14-15	
Chris Brown	Kaw
John Denton Jr.	Yam
Myles Scarano	Suz
Daniel Miller	Kaw
Joey Buratti	Kaw
250 B STK	
Shawn Schultz	Kaw
Chad Smith	Hon
Glen Hoffman	Hon
Ben Firestone	Suz
Chris Johnson	Hon
125 B STK	
Gerald Lashway	Kaw
Shawn Schultz	Kaw
Steven Nogvin	Kaw
John Lee	Hon
John Fuhr	Suz
OPN B	
Jason McCulley	Kaw
125 C STK	
George Howson	Kaw
Nick Kelberer	Hon
Dave Dorn	Hon
Paul Sainato	Kaw
Steve Lambardozzi	Hon
125 A STK	
Lawrence Lashway	Kaw
Edgar Davis	Hon
Patrick Coleman	
Kevin Mustain	Kaw
William Fix	
250 A STK	
Rob McWhorter	Hon
Terry Kennedy	Kaw
Freddie Longfellow	Hon
John Morfit	Kaw
Lawrence Lashway	Kaw
25+ A/VET A	
J.B. Hopkins	Yam
Alvin Lunbach	Kaw
SR +40	
Don Lachapelle	Yam
Merle Monroe	Kaw
25+ B/VET B	
Jeff Prickett	Hon
Ed Dillman	Suz
Scott Garrison	Hon
Tripp McHenry	Suz
250 C STK	
G. Shaw	Kaw
D. Delor	Hon
J.B. Hopkins	
C. Wilson	Hon
B. Whitacre	Yam
SCHBY STK	
G. Lashway Jr.	Kaw
T. Dashiele	Kaw
Jake Stanley	Kaw
S. O'Connor	Suz

Motocross
Budds Creek
Budds Creek, MD
Mar. 28
By Caryl Pigg

25+	
W. Fix	Kaw
C. Hicks	Hon
S. Garrison	Hon
T. McHenry	Suz
T. Turner	Hon
VET A	
C. Hicks	Hon
C. Lewis Jr.	Kaw
VET B	
S. Garrison	Hon
P. Johnson	Suz
T. Turner	Hon
R. Hauk	Yam
E. Dillman	Hon
SR +40	
J. Bamman	Suz
125 A MOD	
David Kratz	Kaw
Chad Shepard	Suz
Lawrence Lashway	Kaw
125 B MOD	
Shawn Schultz	Kaw
Gerry Lashway	Kaw
Mark Williams	
John Fuhr	Suz
Tripp McHenry	Suz
125 C MOD	
Jason Cottering	Kaw
Ed Peacock	Kaw
Steve Lombardozzi	Hon
Dwayne Cox	Kaw
Jeff Smith	Kaw
250 A MOD	
Freddie Longfellow	Hon
C. Shepard	Suz
250 B MOD	
Shawn Schultz	Kaw
C. Brocious	Kaw
V. Buratti	Kaw
J.C. Vazzana	Hon
OPN B/C	
R. Elias	Hon
250 C MOD	
J. Forer	Yam
D. Ross	Hon
J. Good	Hon
R. Hawkes	Suz
M. Kent	Hon
80 7-11	
Terry King	Kaw

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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Fritz Kling 1992 AMA 750 Supersport Top Expert 2nd Place
Fritz Kling 1992 WERA Expert B (750) Superstock Champion
Jim Leslie 1992 AMA 600 Supersport Top Expert Champion
Scott Zampach 1992 AMA H-D Twinsport Champion
Kevin Rentzell 1992 WERA Expert C (600) Superstock Champion
Kevin Rentzell 1992 WERA Expert C (600) Superbike Champion

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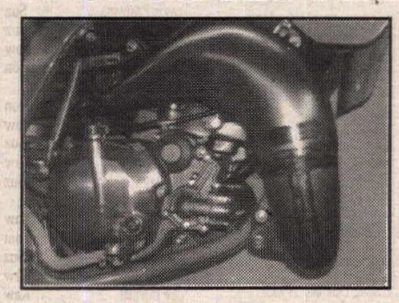

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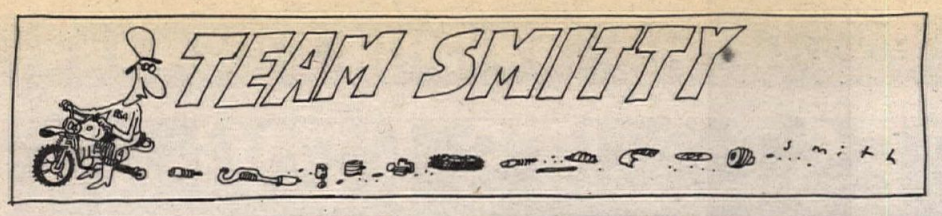
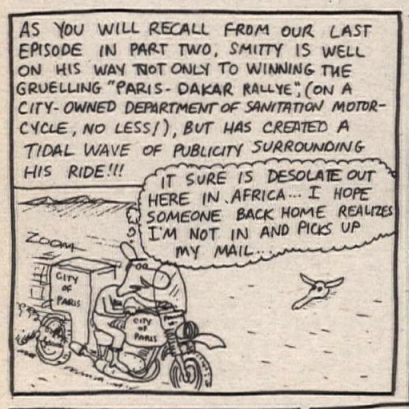
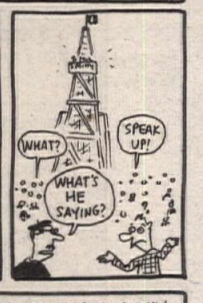
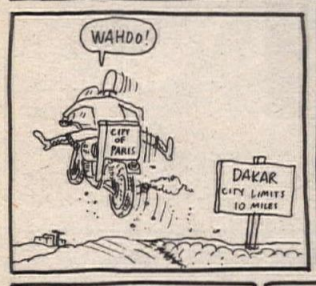
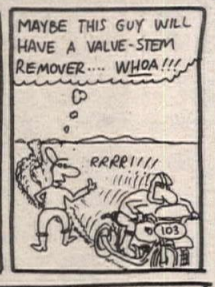
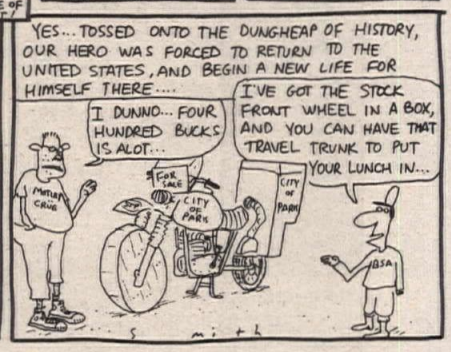












RESULTS

Motocross
Amherst Meadowlarks
Amherst, OH
Mar. 21
By Peggy Adamic

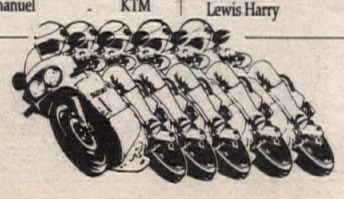
50	
Jacob Hagy	Yam
Matt Simms	Hon
Brandon Wagner	Yam
Ronnie Dale	Yam
60	
BJ Wagner	Kaw
Micky Marshall	Kaw
Jacob Hagy	Kaw
Kyle Polter	Kaw
JR MINI	
Andy Wickens	Kaw
Justin Haislip	Kaw
James Merritt	Hon
Jason Haislip	Kaw
SR MINI	
Sam Yannitelli	Kaw
Levi Henninger	Kaw
Shaun Kiley	Yam
Jr Heider	Hon
SCHBY	
Dan Nicora	Suz
Scott Beros	Hon
125 A	
Rick McGuire	Hon
Chad Coon	Hon
Vince Karnow	Hon
Larry Bellman	Hon
125 B	
Tony Ralston	Hon
Dave Jones	Suz
Dary Lemon	Kaw
TJ Somers	Suz
Marty Ling	Kaw
125 C	
Rick Jubaik	Hon
Dave Brammer	KTM
Mike Smith	Suz
Mike Ryan	Kaw
Joe Kimes	Kaw
250 A	
Ty Meyers	Kaw
DJ Heberlein	Hon
250 B	
Mike Hill	Kaw
Brian Sovak	Suz
Brand Martin	Hon
Shane Geringer	Suz
250 C	
Ben Jaberg	Kaw
Kevin Dumigan	Kaw
Matt Stevens	Hon
Jeremy Warren	Hon
Greg Minard	Suz
+25	
Johnny Young	KTM
Greg Minard	Suz
Kevin Outland	Kaw
Greg Terrell	Kaw
Rob Gobel	Yam
OPN	
Barry Coy	Hon
Johnny Young	KTM
Jim Skok	KTM
Dan Morgan	KTM
Ron Nicholl	KTM
SR I	
James Kostival	Kaw
Dan Morgan	KTM
Devin Outland	KTM
Jim Skok	KTM
Ron Nicholl	KTM
SR II	
Dan Morgan	KTM
Chuck Emery	Yam
John Radar	Kaw
Tom Stevens	Hon

Road Race
Nor-Cal YSR
Prairie City SVRA
Sacramento, CA
Mar. 21
By Ken Callahan

STK	
Jerry Couglas	Yam
Stephen Scharf	Yam
S/SPRT	
Brian Jackson	Yam
David Tinga	Yam
Logan Wilke	Yam
Alan MeKenna	Yam
Arnold Van Kempen	Yam
S/BK	
Brian Jackson	Yam
Mike Wiggins	Yam
Arnold Van Kempen	Yam
Rich Lopez	Yam
Jerry Douglas	Yam
BG WHL	
Alan McKenna	Hon
Jeff Witner	Hon
Matt Dawson	Hon
Mark Cuzzens	Hon
Peter Smith	Yam
80 GP	
Mike Wiggins	Yam
Alan McKenna	Hon
Jeff Witner	Hon
Mark Woodward	Yam
Jerry Douglas	Yam
NOV STK	
Nikki Harris	Yam
Jim Guerrera	Yam
NOV S/SPRT	
Ben Bostrom	Yam
Eric Bostrom	Yam
Kurtis Roberts	Yam
Steve Gord	Yam
Jeffrey Greene	Yam

Hare Scrambles
Salem MC Club
Salem, Ohio
March 7
By M.L. Miller

OVERALL	
Jeff Bonasera	KTM
JR MINI	
Ben Caldwell	Hon
Justin Haislip	Kaw
Al Emanuel	KTM
Brian Melik	P-N
Jeff Melik	Yam
SR MINI	
Rob Landsberger	Kaw
Sam Yannitelli	Kaw
Bobby Hudnall	Hon
Josh Peters	Hon
Wayne Shay	Kaw
90-200	
Dan Frkuska	Kaw
Daryl Conner	Kaw
Curtis Crump	Hon
Jim Jarrett	Suz
Larry Bellman	Hon
250	
Ty Myers	Kaw
David Smith	Yam
D.J. HerberLotn	Hon
Joe Hamor	Yam
Andy Nero	Hon
OPN	
Mark Sherwood	KTM
Jeff Berger	Hus
John Vincent	Yam
Steven Levengood	Hon
John Reese	Hon
4-STRK	
Jeff Rudrick	Hus
John Ruggel	Hus
James Kalleker	Hus
Paul Harry	Yam
Jeff Leyde	Hon
SR I	
Tim Stickhand	Hon
Ralph Geiss	KTM
Ron Eikenberry	Yam
Doug Altenhof	Hon
Rick Thompson	Yam
SR II	
John Gallagher	KTM
Al Chuppa	Hon
Dan Morgan	KTM
David Dehner	Yam
Lewis Harry	Yam



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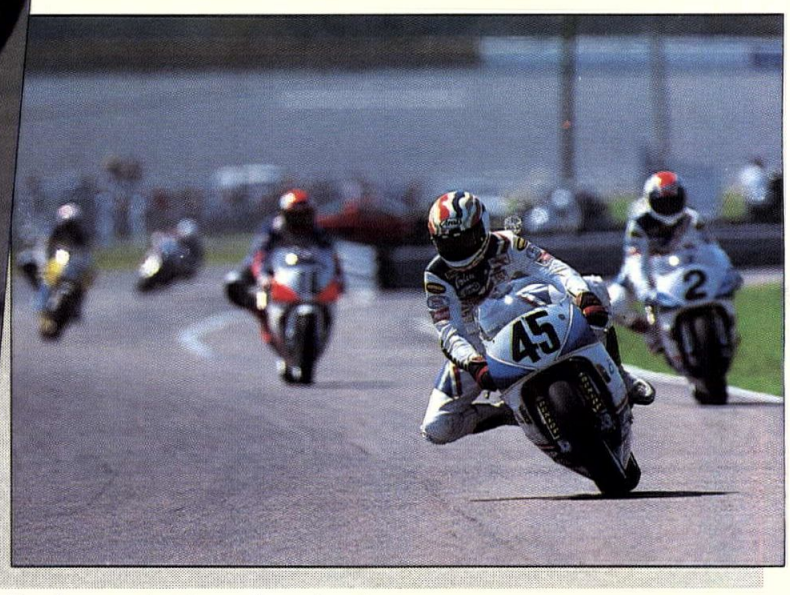

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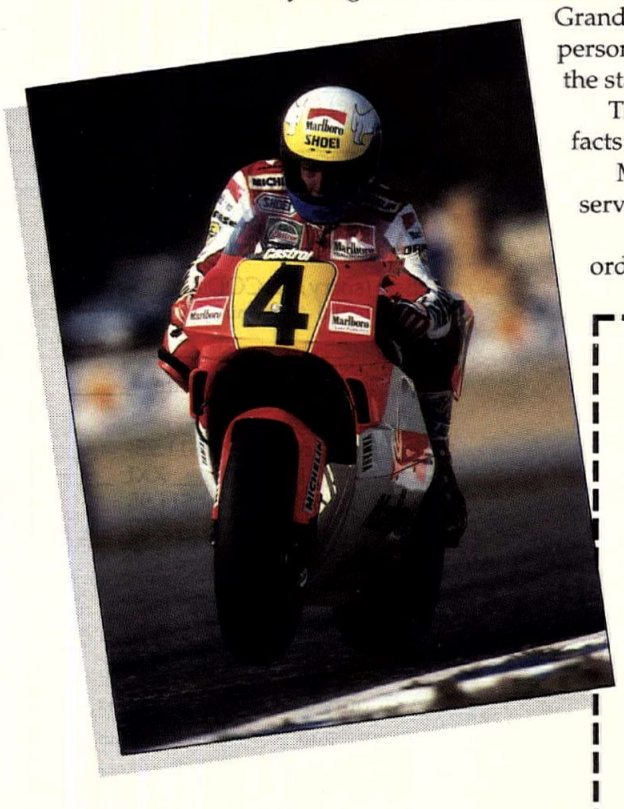

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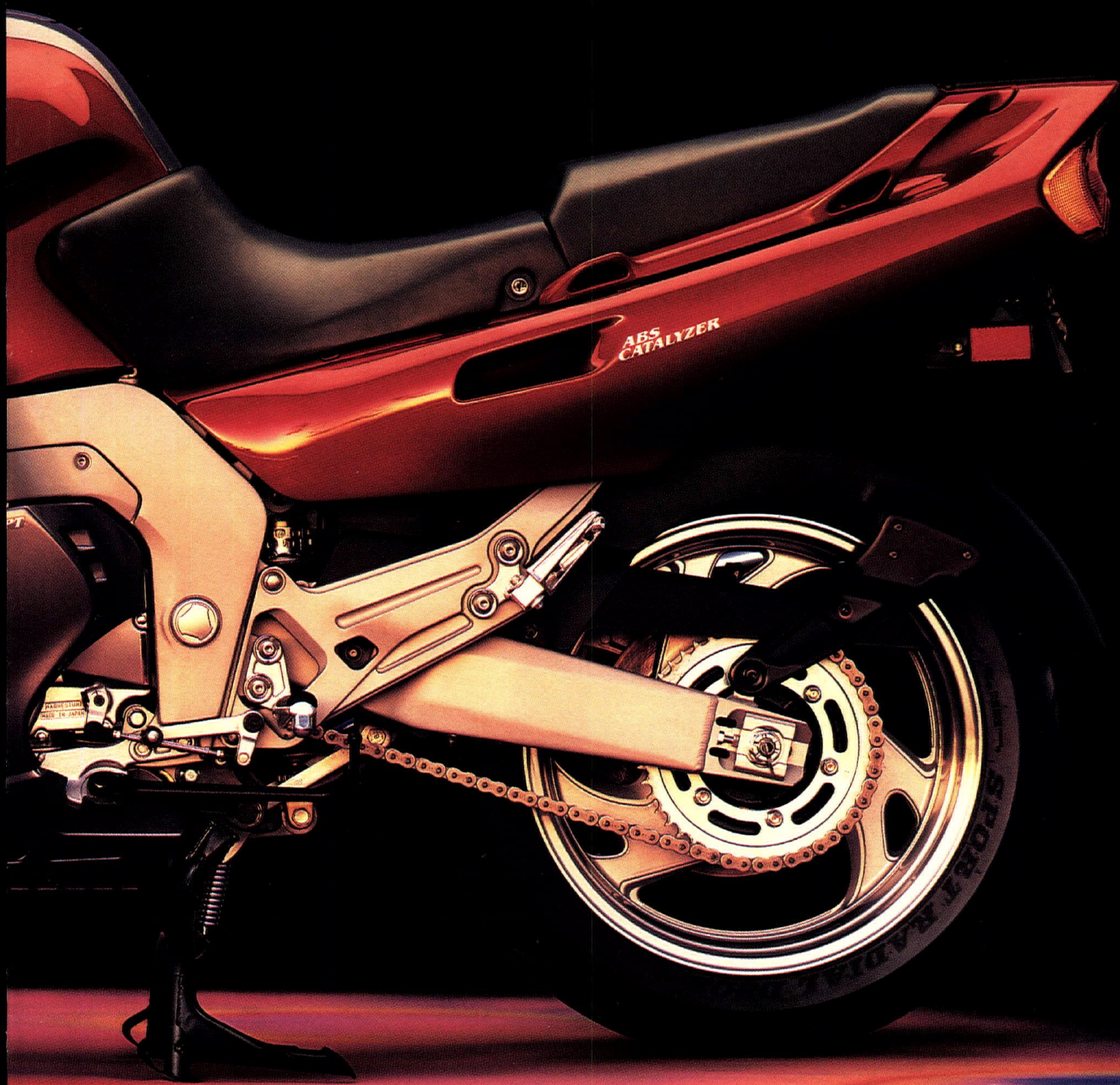

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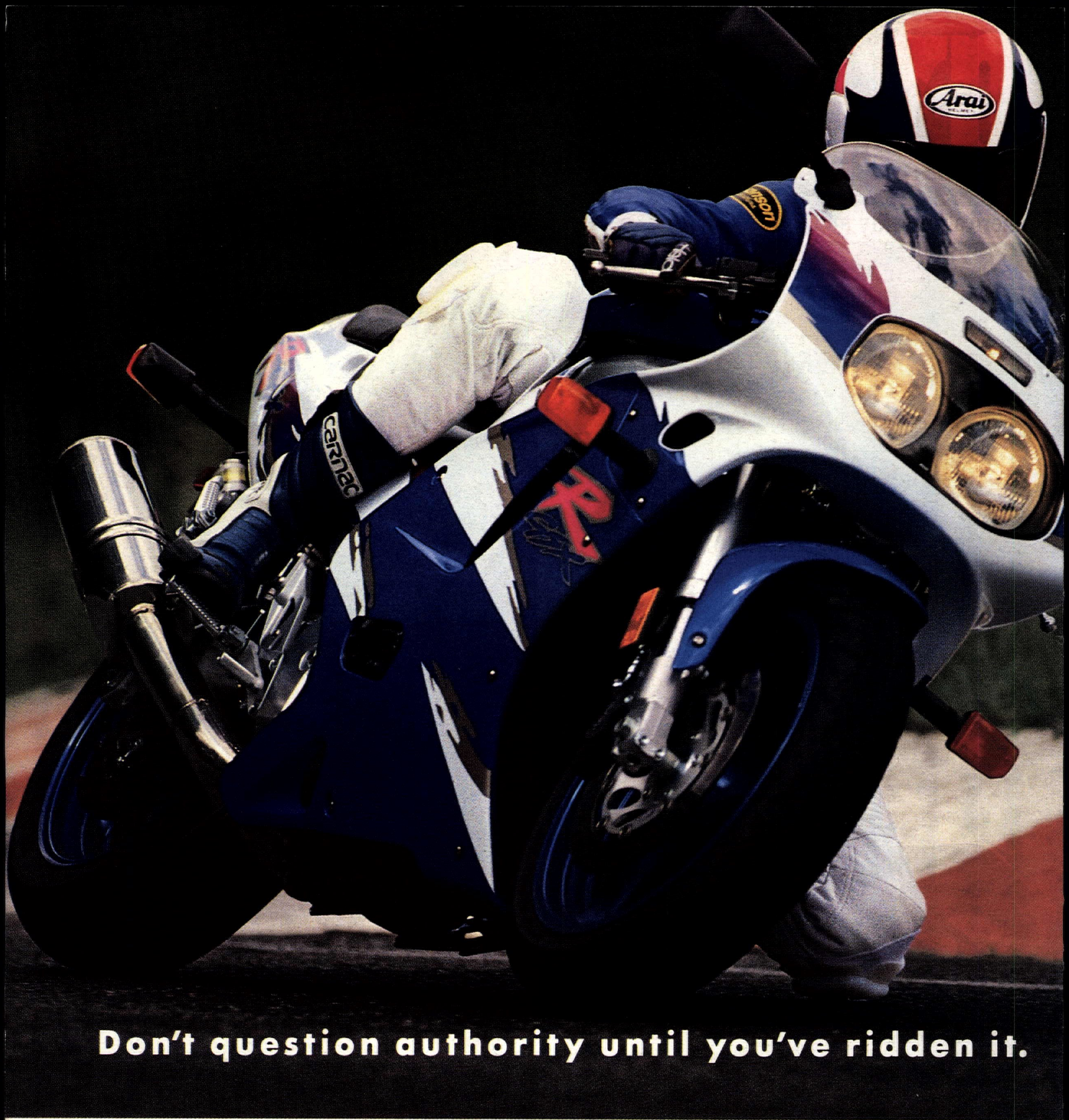

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